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COUNTY COUNCIL

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RHYBUDD O GYFARFOD	NOTICE OF MEETING	
PWYLLGOR CYNLLUNIO A GORCHMYNION	PLANNING AND ORDERS COMMITTEE	
DYDD MERCHER, 6 MEDI 2023 am 1:00 y. p.	WEDNESDAY, 6 SEPTEMBER 2023 at 1.00 pm	
SIAMBR Y CYNGOR AC YN RHITHIOL DRWY ZOOM	COUNCIL CHAMBER AND VIRTUALLY VIA ZOOM	
Swyddog Pwyllgor	Ann Holmes	Committee Officer

AELODAU / MEMBERS

Cynghorwyr / Councillors:

Geraint Bebb
Jeff Evans
Neville Evans
Glyn Haynes (**Vice-Chair**)
Trefor LI Hughes MBE
John I Jones
R. Llewelyn Jones
Jackie Lewis
Dafydd Roberts
Ken Taylor (**Chair**)
Alwen P Watkin
Robin Williams
Liz Wood

Please note that meetings of the Committee are streamed for live and subsequent broadcast on the Council's website. The Authority is a Data Controller under the Data Protection Act and data collected during this live stream will be retained in accordance with the Authority's published policy

A g e n d a

Any additional information to hand following publication of reports will be verbally reported upon to the meeting.

Before a decision notice is released conditions of approval or reasons for refusal given in written reports may be subject to minor amendments to account for typographical errors.

MEMBERS OF THE COMMITTEE

Councillors:-

Geraint Bebb
Jeff Evans
Neville Evans
Glyn Haynes (*Vice-Chair*)
Trefor LI Hughes MBE
John I Jones
Robert LI Jones
Jackie Lewis
Dafydd Roberts
Ken Taylor (*Chair*)
Alwen P Watkin
Robin Williams
Liz Wood

INDEX the link to the Public Register is given for each individual application as shown

1 APOLOGIES

2 DECLARATION OF INTEREST

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

3 MINUTES OF THE PREVIOUS MEETING_(Pages 1 - 10)

To present the minutes of the previous meeting of the Planning and Orders Committee held on 26 July, 2023.

4 SITE VISITS

None to be considered by this meeting.

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5 PUBLIC SPEAKING

6 APPLICATIONS THAT WILL BE DEFERRED

None to be considered by this meeting.

7 APPLICATIONS ARISING

None to be considered by this meeting.

8 ECONOMIC APPLICATIONS

None to be considered by this meeting.

9 AFFORDABLE HOUSING APPLICATIONS

None to be considered by this meeting.

10 DEPARTURE APPLICATIONS_(Pages 11 - 28)

10.1 VAR/2023/37 – Yr Erw, Llansadwrn
[VAR/2023/37](#)

10.2 FPL/2023/23 – Bryn Tawel, Ty Croes
[FPL/2023/23](#)

10.3 VAR/2023/15 – Llain Capelulo, Pentre Berw
[VAR/2023/15](#)

11 DEVELOPMENT PROPOSALS SUBMITTED BY COUNCILLORS AND OFFICERS

None to be considered by this meeting.

12 REMAINDER OF APPLICATIONS_(Pages 29 - 70)

12.1 FPL/2022/186 – Esgobaeth Bran, Llanbedrgoch
[FPL/2022/186](#)

12.2 FPL/2023/177 - Plas Arthur Leisure Centre, Llangefni
[FPL/2023/177](#)

12.3 FPL/2022/296 – The Lodge, Ffordd yr Ysgol, Llanddaniel
[FPL/2022/296](#)

12.4 FPL/2023/143 – Ysgol Gymuned Y Fali, Lôn Spencer, Valley
[FPL/2023/143](#)

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12.5 FPL/2023/155 – Llwyn Onn, Llanfairpwll
[FPL/2023/155](#)

12.6 VAR/2023/36 – Stad y Felin, Llanfaelog
[VAR/2023/36](#)

13 OTHER MATTERS_(Pages 71 - 136)

13.1 Land and Lakes, Penrhos Coastal Park, Holyhead

13.2 Traffic Regulation Order – Cemaes

13.3 Traffic Regulation Order – Rhostrehwfa

Planning and Orders Committee

Minutes of the hybrid meeting held on 26 July 2023

- PRESENT:** Councillor Ken Taylor (Chair)
Councillor Glyn Haynes (Vice-Chair)
- Councillors Geraint Bebb, Jeff M Evans, John Ifan Jones,
R LI Jones, Jackie Lewis, Dafydd Roberts and Robin Williams
- Councillor Nicola Roberts – Portfolio Member for Planning, Public
Protection and Climate Change.
- IN ATTENDANCE:** Planning Management Manager (RLJ),
Planning Assistants,
Group Engineer Development Control and Traffic Management
(AR),
Legal Services Manager (RJ),
Committee Officer (MEH)
- APOLOGIES:** Councillors Neville Evans, T LI Hughes MBE, Alwen P Watkin.
- ALSO PRESENT:** Local Members : Councillors Margaret M Roberts (application 7.3);
Ieuan Williams (application 7.1)
- Councillor Derek Owen
-

1 APOLOGIES

As noted above.

2 DECLARATION OF INTEREST

None received.

3 MINUTES

The minutes of the previous meeting of the Planning and Orders Committee held on 5 July, 2023 were confirmed as correct, subject to an amendment at 12.3 – Ysgol Syr Thomas Jones, Amlwch that Councillor Neville Evans seconded the proposal of approval and not Councillor Dafydd Roberts.

4 SITE VISITS

The minutes of the planning site visits held on 19 July, 2023 were confirmed as correct.

5 PUBLIC SPEAKING

There was a Public Speaker in respect of application 7.3.

6 APPLICATIONS THAT WILL BE DEFERRED

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

7 APPLICATIONS ARISING

7.1 HHP/2023/51 – Full application for demolition of the existing garage together with the erection of a two storey annex at Lancefield, Ffordd Cynlas, Benllech

The application was presented to the Planning and Orders Committee at the request of the Local Member on the grounds of over-development of the site and adverse impact on the neighbouring amenities. At its meeting held on 3 May, 2023 it was resolved that a physical site visit be conducted and subsequently the site visit took place on 17 May, 2023. Additional plans and amendments to the proposed plans relating to the application were received on 15 May, 2023 and were distributed to Local Members and to the Committee's members during the site visit. Re-consultation was conducted on 17 May, 2023 and it was recommended at the Planning and Orders Committee held on 7 June, 2023 that the application be deferred during the consultation period and a full report be presented to the Committee's 5 July, 2023 meeting. At its meeting held on 5 July, 2023 the Committee resolved to refuse the application contrary to the Officer's recommendation as it was considered that the application is over-development of the site; over-looking of the neighbouring property; that NRW's response to the consultation was incorrect as it shows on their flood risk maps that the dwelling is located within an area of flood risk.

The Planning Management Manager reported that he would address the reasons for refusing the application at the previous meeting contrary to the Officer's recommendation. He said that the application site does sit within flood zone C2 of the Development Advice Maps. However, the application submitted is a 'Householder Application for Planning Permission for works or extension to a dwelling'. Natural Resources Wales (NRW) does not submit comments on flood risk when consulted on 'householder' applications unless it has a direct impact on a watercourse. As there is an existing dwelling and garage on the site and this application is to extend that existing dwelling through the demolition of the existing garage and the provision of an annexe, there is no additional risk of flooding. The latest version of TAN15 which was consulted upon between January and April, 2023 notes in paragraph 14.7 *'that applications for extensions or alterations within flood risks areas should not raise significant issues unless they are likely to have a direct or diverse effect on flood course or its flood defences'*. As this application is for the erection of an annexe which is ancillary to the present dwelling it will not have a direct effect on the watercourse and does not impede on access to flood defences and does not have a cumulative impact on flood storage capacity. The Planning Management Manager said that this is not a valid reason to refuse the

application as NRW have not raised any concerns and there is a risk of costs relating to an appeal if the application was refused.

The Planning Management Manager referred to the second reason given for refusing the application at the last meeting as regard to the overdevelopment of the site and that it was not in keeping within the residential street. He said that the proposal is a modern building, but it is considered that it is in keeping with its surroundings. There is no particular style of dwellings in the immediate area with a mixture of single storey and dormer bungalows nearby of varying age, size and design. It is considered that the annexe fits in with the character of the existing property and surrounding area and complies with the requirements of planning policy PCYFF3. The use of the annexe will be ancillary to the main dwelling and the siting of the annexe has been amended from the previous application which was withdrawn. The annexe has been sited further back with the curtilage of the property and is now attached to the main dwelling. As the site is a large plot it is not considered to be overdevelopment of the site.

The Planning Management Manager referred to the third reason given for refusing the application at the last meeting as regards to the impact on the residential amenity of adjacent neighbouring properties due to overlooking. He said that careful consideration has been given to the impact of the proposal upon the amenities of adjacent residential properties. The properties in this area overlook over each other to some degree due to the orientation and built-up form of the area. It is important to note that Endways is located higher than Lancefield and the side windows of Endways currently overlooks Lancefield. Even though Lancefield is on higher ground than Ty Calan, the annexe is located on the other side of the dwelling and the distance of 20.6m together with the erection of a 2.2m fence is considered acceptable and will not have an adverse effect on neighbouring dwellings. The window located facing Ty Calan is a secondary window (bedroom). He noted that as was explained at the last meeting the Supplementary Planning Guidance (SPG) suggests that a distance between the properties of 18m and 3m must be added due to ground levels and an additional 3m as the living room is on the second floor (a total of 24m). This guidance is for dwelling that face each other (i.e., on the opposite of the road or back-to-back), however, as Lancefield is set back within the plot this figure is used as guidance as regards to overlooking issues. Officers consider that the distances between the properties is acceptable and there is a risk of losing an appeal for refusing the application for this reason.

Councillor Ieuan Williams, a Local Member referred to planning policy TAN15 and said that the river behind Lancefield is very close to the back of the property and since the comments made as regards to the flood risk at the last meeting the applicant has commence unauthorised works on the river. He noted that no works to watercourses is allowed until permission is granted by NRW and building on a C3 flood zone is not acceptable. He further said that a wall on the left-hand side of the access to the site has also been removed which was not included within the application. Councillor Williams expressed that climate change needs to be considered as it is within the Local Development Plan and must be considered within the natural world as flooding is much more likely. He referred to planning policy TAN12 and questioned whether the local residents have been consulted by the developer or his agents

as regard to the effect on their amenities as a number of residents have commented that the design of dwellings in Benllech are being affected. He further referred to planning policy PCYFF3 and that the context of a site needs to be respected but it seems that this has been dismissed by the Planning Officers as they have said that there is no particular architectural style/design of housing in the area. The recommendation to approve the application is making the situation worst with different architectural styles and designs of houses in such an area as Benllech. He noted that a new Planning Policy Committee has been established within the Council and there is a need for accountability as regards to place shaping in the future. The architectural style of buildings in the Cotswolds and many other towns in England where there are stringent rules as to the design of buildings needs also to be considered on Anglesey. Councillor Williams further said that the threats of losing an appeal if the developer was to appeal any decision to refuse the application should not be a matter before the Committee.

The Planning Management Manager responded to the comments made by the Local Member as regards to the unauthorised works that has been undertaken to the river behind the property and he noted that the matter has been referred to NRW. He said that the proposal does not affect the river and the works undertaken to the river is not part of this application and will be dealt with outside the planning system. The Planning Management Manager referred to the comments as regards to TAN12 in respect of consultation and the input of stakeholders as regards to place shaping and design; he noted that the purpose of the consultation process as regards to planning applications is to consult with neighbouring properties in respect of any proposed development and to afford the opportunity to express opinion on such developments. He said that this is the second planning application submitted as regards to this development. The applicant has addressed the concerns of neighbouring properties and the annexe is now set back within the site and attached to the main dwelling. The Planning Management Manager further responded as regards to the comments made that Planning Officers should not refer to potential costs if developers take any refusal of any application to appeal. He said that there is a role for Planning Officer's to inform the Committee that there are risks of costs as regards to appeals.

Councillor John I Jones said that he received an email from NRW a few days after the last meeting as regards to unauthorised works to the river behind the property at Lancefield and he questioned whether this would have an effect on the decision of the Committee as regards to the application. He referred to a letter received by the planning department on 31 May, 2023 by NRW expressing that the proposal may affect the special areas of conservation and pollution has been identified as a possible impact. Councillor Jones said that NRW have responded to the proposal but within the Officer's report it states that NRW have not submitted concerns as regards to the application and is not a valid reason for refusing the application. NRW have also said that there would be a requirement for a permit if the extension is 8m from the river which is behind the property and Councillor Jones considered that a Flood Risk Active permit would be required. He expressed that NRW have submitted valid comments as regards to the application as regards to pollution, the siting of the

proposal, the effect on the river behind the property, effect on SAC, protected species and landscape assessment. Councillor Jones ascertained whether these comments by NRW have been considered by the Planning Officers as the information is unclear within the report to the Committee as it states that Natural Resources Wales (NRW) does not submit comments on flood risk when consulted on 'householder' applications unless it has a direct impact on a watercourse. Councillor John I Jones proposed that the application be refused to address the issues raised by NRW. There was no seconder to the proposal of refusal for this reason.

The Planning Management Manager responded to the comments made and said that the comments made as regards to the retrospective works on the river behind the property is a matter that would not require planning permission and would not be dealt with by the Planning Authority. He referred that the Officer's reports as regards to flood risks have been raised by NRW which was discussed at the previous meeting of this Committee. He referred to the comments as regards to the need for a permit by NRW to carry out works on the river behind the property; this would be outside the remit of the planning process. The Planning Management Manager said that the application is to demolish the current garage on site and to erect an annexe which will be attached to the main dwelling. Under planning policy TAN15, paragraph 14.7 – NRW do not submit comments on 'householder' applications, however, if the application was for a new dwelling on the site and as it is within flood zone C3 then NRW would submit comments on such an application.

Councillor Dafydd Roberts said that he opposed the application at the last meeting due to over-looking. He said that the distance between the neighbouring property is 20.6m but the SPG suggests that a distance of 24m should be between properties. Due to the typography of the site, Councillor Roberts said that he would prefer that a distance of 24m should be between the properties and he proposed that the application be refused due to over-looking. Councillor Geraint Bebb seconded the proposal of refusal for the reasons given.

Councillor Jeff Evans said that he did not see any reasons to refuse the application as he failed to see any adverse effect on neighbouring properties and the amenities of the surrounding area. He referred to the river behind the properties which did not seem to affect other properties nor cause any issues and NRW have not commented on the application. Councillor Jeff Evans proposed that the application be approved in accordance with the Officer's recommendation. Councillor Robert LI Jones seconded the proposal of approval.

Following the vote of 5 for approval of the application and 4 against :-

It was RESOLVED to approve the application in accordance with the Officer's recommendation subject to the conditions contained within the written report.

7.2 FPL/2022/264 – Full application for the change of use of agricultural land into touring caravan park at Ty'n Cae, Rhostrehwfa, Llangefni

The application was presented to the Planning and Orders Committee at the request of the Local Member due to local concerns as regards to noise pollution and the access to the site. At its meeting held on 5 July, 2023 it was resolved that a physical site visit be conducted and subsequently the site visit took place on 19 July, 2023.

The Planning Development Manager reported that the land is currently used as agricultural land and as a touring caravan site (certificated site which is exempt from planning) for 5 caravans and 13 camping pitches. The proposal is to provide 18 touring caravan pitches (10 pitches to the north of the dwelling of Tyn Cae and 8 pitches on land to the south) together with landscaping works. Following consultation with the Highways Authority improvements will be made to the existing vehicular access which will be extended to 15m to allow adequate space for caravans to enter and leave the site safely. The relevant planning policy for such a development is policy TWR5 of the Local Development Plan which notes that touring caravan sites will be granted providing that they conform to the criteria which was listed within the Officer's report. Such a development needs to be of high quality, the avoidance of excessive areas of hard standings, capability of removing the caravans from the site out of season, that the site is close to the main highway network and that the site be for touring purposes only. It is considered that the site complies with the relevant criteria due to its sustainable location on the B4422 between Llangefni and Rhostrehwfa and no hardstanding and permanent features is proposed and the land can be used for grazing during the closed period of the site. Conditions will be imposed that the site will only be used as a touring caravan site between 1 March and the end of October in any particular year and a register identifying those occupying the seasonal touring caravans will need to be maintained.

The Planning Management Manager further said that concerns have been raised by the Local Member and the Community Council regarding the means of access to the site and that the road is unsuitable for additional traffic. Discussions have been undertaken with the applicants' agent and the Highways Authority and the proposal has been amended to provide adequate space for vehicles towing touring caravans to be able to drive onto the land and not block the highway. The applicant has also confirmed that visitors leaving the site will need to vacate prior to 11.00 a.m., and new arrivals will not be allowed on site until 1.00 p.m. Whilst it is acknowledged that the B4422 is a busy highway it is considered that the highway will be able to cope with the additional traffic generated by the development. Following the site visit the Planning Officer's have discussed with the applicant's agent and have confirmed that the hedge to the left, whilst leaving the site, will be cut back and this will be included on an updated plan. The applicant's agent has also confirmed that the access to the field to the right of the site will be moved down to make room for a new entrance and the other side entrance will not be used. The site lies next to the side garden area of the property known as Tyn Rhos. Due to the existing screening along the boundary separating the site and the neighbouring garden and due to the fact that the neighbouring garden lies along the frontage of the property with the busy highway it is not

considered that the use of the site by 5 additional touring caravans will have an adverse impact on the amenities currently enjoyed by the occupants of the neighbouring land. Maenllwyd and Llain Garreg are located to the south of the application site and on the opposite side of the highway. The properties are not located directly opposite the front of the application site and due to the proposed landscaping and the fact that the busy highway separates the application site and properties it is not considered that the use of the site for the siting of 8 seasonal pitches will have an adverse impact on the properties. The recommendation was of approval of the application subject to the conditions contained within the Officer's report.

Councillor Geraint Bebb, and a Local Member said that due to the amendments proposed as to the highway issues and the additional conditions within the report, Councillor Bebb proposed that the application be approved. Councillor Robin Williams seconded the proposal of approval.

It was RESOLVED to approve the application in accordance with the Officer's recommendation subject to the conditions contained within the written report.

7.3 HHP/2023/59 – Full application for alterations and extensions to the main dwelling and garage at Pebbles, Trigfa, Moelfre

The application was presented to the Planning and Orders Committee at the request of the Local Member due to traffic issues and the narrowness of the roads. At its meeting held on 5 July, 2023 it was resolved that a physical site visit be conducted and subsequently the site visit took place on 19 July, 2023.

Public Speaker

Mr Jamie Bradshaw, **in support of the application**, said that the Authority's Officers are supportive of this modest householder application after detailed consideration of all issues. As such, he noted that would focus on what appear to be the key matters of concerns for neighbours. It has been claimed that the rear dormer will impact upon the privacy of the site's neighbours due to overlooking. In fact, it is separated by over 18.5m from the rear boundary, which is well beyond policy requirements. This coupled with its orientation and the fact that it will replace an existing rear window also that the boundaries will be fenced under permitted development rights, means that there will be no harm to neighbours by way of overlooking. It is also claimed that the dormer would be overbearing, however, it is actually quite modest and is no higher than the existing ridge and only extends out as far as the existing main rear wall. As such, it would not be overbearing or dominant when viewed from neighbours' properties. The ground floor extension, this is also relatively modest and low lying, and certainly would not be harmful to neighbours or to the character of the area. In any event, it is only a little beyond what could be built under permitted development rights, which is a fallback that must borne in mind when assessing this part of the proposal. The proposed addition of a pitched roof to the garage is also entirely appropriate and barely beyond permitted development, and its use as a

games room would not require consent. Therefore, the proposed additions to the building and site are clearly entirely appropriate and certainly cannot be considered to be over-development. He referred to the activity levels at the property; there will be no increase in the number of bedrooms and only a modest increase in floor area if the proposal is built. As a result, there would be no material change in the level of occupancy or activity on the site, and certainly not sufficient to justify a refusal on the basis of intensification. This point also applies equally to concerns about vehicle movements and the highway, as there would be no material change. It was noted that the previously proposed small increase in the width of the driveway entrance has been removed to satisfy concerns on that point. The comments about impacts upon ecology appear to have arisen due to a lack of detail on the plans, which have been amended and now confirm that the existing hedgerow on site will be retained and also provide detail of enhancement measures. Finally, although not a planning matter, it is noted that neighbours have made claims about possible future uses of the building and about the motives of the applicants; not only are these entirely untrue and unwarranted attack upon the character of the applicants, but they are also more importantly entirely irrelevant to the matters before the Committee. The proposal is a very modest scheme, which is barely above the level where it would form permitted development and thus not need planning permission. Clearly there is no harm to the amenity, privacy or the interests of neighbours, nor any other planning consideration, and so it entirely complies with all planning policies within the LDP.

The Planning Management Manager reported that the proposal is for the erection of a flat roof extension at ground floor level, dormer extension at first floor level and alterations made to the detached garage at the rear of the property. The proposal is to create additional living area at ground floor level and larger bedroom and bathroom within the roof space. The overall roof height will not be increased or extended beyond the main external walls of the property. Minor alterations are proposed to the front elevation of the dwelling, the low pitch section of the roof over the front door is to be replaced with a proposal similar to the existing and a new pitched roof is to be placed over the existing bay window. The existing detached garage is to be used as a games room incidental to the dwelling house. The height of the proposed pitched roof measures approximately 3.3m in which is only 0.9m greater than the existing flat roof. The change of use of the garage is considered a permitted development and planning permission is not required for this proposal, it is also noted that the height of the proposed garage is only 0.8m greater than what would be permitted development as set out in the General Permitted Development Order.

He further said that Pebbles is a detached residential property located within the residential estate of Trigfa. There is a degree of over-looking already on the site, the boundary is currently surrounded by low walls and a new 1.8m high fence is to be erected along the entire boundary of Pebbles, which looks to mitigate the existing over-looking issue that is on site. It is considered that any over-looking issues are to be kept to a minimum as the new dormer windows at the rear of the property are facing the rear garden of the property.

There are sufficient distances from the proposed development to the nearest neighbouring properties as Moel y Gwelltyn is set back within the plot it is considered that this property will not be overlooked. It is also considered that the residential amenities of the residents of Kinsale on the eastern boundary as the development will be a single storey extension and a fence will be constructed to protect residential amenities on both sides. As the dormer extension does not increase the height of the existing dwelling as it will only extend 1.7m from the existing walls and will not affect the existing natural day light at Moel y Gwelltyn which is set back in relation to Pebbles.

The Planning Management Manager referred to the effects of the parking and traffic; the proposal does not increase the number of bedrooms and will not generate additional traffic and no objections have been raised by the Highways Authority. Existing parking concerns that currently exist on the Trigfa Estate are unable to be considered as regards to this application as the proposal will not increase traffic levels and is not a valid reason to refuse the application.

Councillor Margaret M Roberts, a Local Member said that Trigfa Estate is a small estate of bungalows. Recently, some of the houses have been sold and converted into Airbnb's and holiday accommodation. The majority of the residents have lived on the estate for many years' and it is unfair that their lives are impacted due to such a large development being proposed and she asked when is 'big too big'? She questioned as to the reason for a games room in the garden of Pebbles and the need for large dormer windows and the erect of a fence of 1.8m and when is it development. She referred to planning policy PCYFF2 point 7 – which state *'proposals will be refused if they have an adverse impact on the health, safety or amenities of local occupants, land uses or characteristics of the local area due to increase activity of pollution etc'*. Councillor Roberts further said that the drainage infrastructure in Moelfre is vulnerable as it was only a small village before these bungalows on the Trigfa Estate were built together now with further developments occurring in the village. She questioned whether more sewage was to be released into the sea. According to planning policy PCYFF3, developments should add and improve the character and appearance of the site or the area in terms of its setting and she questioned if this proposal would improve the area. She referred to the parking issues on the estate and said that she receives endless complaints due to parking on the pavements, mothers with prams having to walk in the middle of the road as they are unable to use the pavements. Councillor Roberts said that this proposed development will increase the parking and traffic issues and she asked the Committee to refuse the application as it will set a precedent of such a large development in a small estate.

Councillor Ieuan Williams, a Local Member reiterated the comments made by his fellow Local Member and he referred to planning policy PCYFF3 which he said states clearly that the context of the site and its place in the local landscape needs to be respected. He said that the public speaker said that the dormer windows will not be overbearing and dominant but none of the bungalows on the estate at Trigfa has dormer windows from one gable end to

another and it will result in a pitch roof; he considered that it will be overbearing and dominant especially for the neighbouring property Kingsale and the other properties with the loss of daylight. He further referred that the erection of a 1.8m fence will be dominant as the neighbouring property is not used to such a high fence and will have an effect on their amenities as the back gardens of the properties are narrow. Councillor Williams referred to the parking and highways issues in the vicinity of the Trigfa Estate as the population triples over the holiday season.

The Planning Management Manager responded to the concerns of the Local Members and said in response to the comments that when is a development too big, he noted that there will be no increase in the bedrooms at the property and the rear extension is single storey and if it was a 1m shorter in length it could be permitted under permitted development. He said that the conversion of the garage into a games room does not require planning permission as it is also permitted under permitted development. Reference had been made to the height of the fence that is to be erected between the neighbouring property and the applicant could have erected a 2m fence under permitted development. The Planning Management Manager considered that it would be beneficial for a fence to be erected as the properties on the estate have low garden walls and erecting a fence would protect the amenities of the neighbouring property. He further addressed the comments as regards to parking and traffic issues, but the Highways Authority has submitted no objections to the development as there will be no increase to the bedrooms at the property and it will not add to the problem that already exist on the estate. He referred to the comments as to setting a precedent in allowing such a development, but each application is considered on its merit and there will be no increase in the height of the roof and the rear extension is single storey and it is not considered to be overbearing.

Councillor Robin Williams ascertained if the application was for a dormer windows extension only would be permitted development. The Planning Management Manager responded that as the dormer windows extension is along the length of the property and up to the ridge of the roof, planning permission is required.

Councillor Robert LI Jones questioned whether there were objections to the application from neighbouring properties. The Planning Management Manager responded that objections have been received and from the neighbouring property Moel y Gwelltyn, but this property is set back within its plot, and it is considered that overlooking issues will not have any effect on the amenities of Moel y Gwelltyn.

Councillor Robert LI Jones proposed that the application be approved in accordance with the Officer's recommendation. Councillor Jeff Evans seconded the proposal of approval.

It was RESOLVED to approve the application in accordance with the Officer's recommendation subject to the conditions contained within the written report.

8 ECONOMIC APPLICATIONS

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

9 AFFORDABLE HOUSING APPLICATIONS

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

10 DEPARTURE APPLICATIONS

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

11 DEVELOPMENT PROPOSALS SUBMITTED BY COUNCILLORS AND OFFICERS

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

12 REMAINDER OF APPLICATIONS

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

13 OTHER MATTERS

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

**COUNCILLOR KEN TAYLOR
CHAIR**

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Planning Committee: 06/09/2023

10.1

Application Reference: VAR/2023/37

Applicant: G Roberts

Description: Application under Section 73A for the variation of condition (09) (Approved plans) of planning permission reference VAR/2019/32 (erection of a dwelling) so as to allow for amendments to the design at

Site Address: Yr Erw, Llansadwrn



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

Recommendation: Permit

Reason for Reporting to Committee

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

Proposal and Site

The application site is located within the Cluster of Llansadwrn along the road between Pentraeth & Beaumaris.

The application is submitted to vary conditions of previous permissions so as to allow amendments to the design of the dwelling.

Key Issues

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

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

Policies

Joint Local Development Plan

Strategic Policy PS 4: Sustainable Transport, Development and Accessibility

Strategic Policy PS 17: Settlement Strategy

Strategic Policy PS 5: Sustainable Development

Policy TRA 4: Managing Transport Impacts

Policy TRA 2: Parking Standards

Policy PCYFF 4: Design and Landscaping

Policy PCYFF 3: Design and Place Shaping

Policy PCYFF 1: Development Boundaries

Policy PCYFF 2: Development Criteria

Policy TAI 6: Housing in Clusters

Planning Policy Wales (Edition 11, February 2021)

Response to Consultation and Publicity

Consultee	Response
Cynghorydd Carwyn Jones	No response at the time of writing the report.
Cynghorydd Gary Pritchard	No response at the time of writing the report.
Cynghorydd Alun Roberts	No response at the time of writing the report.
Cyngor Cymuned Cwm Cadnant Community Council	No observations/objection.
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Comments regarding biodiversity enhancements and lighting.
Polisi Cynllunio / Planning Policy	No comments.
Draenio / Drainage	Comments regarding SuDS requirements.
Priffyrdd a Trafnidiaeth / Highways and Transportation	No comments / general informatives.
Iechyd yr Amgylchedd / Environmental Health	No observations.

The application was afforded three means of publicity; these were by the posting of a notice near the site, the serving of personal notifications on the owners of neighbouring properties and an advert in the local press. The latest date for receipt of representations was 26/07/2023.

At the time of writing the report, no representations had been received at the Department following the publicity period.

Relevant Planning History

17C126 - Datblygu tir ar gyfer codi tai ar rhan o / Residential development of land part of O.S 4668 near Caerau, Llansadwrn. Gwrthod / Refused 11.5.89

17C126A - Cais amlinellol ar gyfer codi annedd ynghyd a chreu mynedfa newydd ar dir yn / Outline application for the erection of a dwelling together with the construction of a new vehicular access on land at Caerau, Llansadwrn Gwrthod / Refused 2.7.03

17C126B Creu mynedfa newydd ar gyfer cerbydau yn/Construction of a new vehicular access at Caerau, Llansadwrn Caniatau/Granted 6.11.03

17C126C Cais amlinellol ar gyfer codi annedd yn/Outline application for the erection of a dwelling at Caerau, Llansadwrn Gwrthod / Refused 7.10.04

17C126D Cais amlinellol ar gyfer codi annedd ar dir ger/Outline application for the erection of a dwelling on land adjoining Caerau, Llansadwrn Caniatau / Granted 9.3.12

17C126E/DA Cais am faterion a gadwyd yn ôl ar gyfer mynedfa a gosodiad ar dir yn / Application for reserved matters for access and layout on land at Caerau, Llansadwrn Caniatau/Granted 27.3.14

17C126F/DA ais am faterion a gadwyd yn ôl ar gyfer codi annedd ar dir ger / Application for reserved matters for the erection of a dwelling on land adj Caerau, Llansadwrn Caniatau/Granted 2.7.15

17C126G/LUC - Cais am Dystysgrif Datblygiad Cyfreithlon ar gyfer defnydd neu ddatblygiad arfaethedig yn cynnwys gwaith a wnaed ar y fynedfa er mwyn gweithredu caniatâd 17C126F/DA ar dir ger / Application for a Lawful Development Certificate for proposed use or development comprising of works to access undertaken to implement planning permission 17C126F/DA on land adjacent to Caerau, Llansadwrn Cyfreithiol / Lawful 15.10.18

MAO/2021/20 - Mân newidiadau i gynllun sydd wedi ei ganiatáu yn flaenorol o dan caniatâd cynllunio VAR/2019/32 er mwyn diwygio edrychiadau arfaethedig yn / Minor amendments to scheme previously approved under planning permission VAR/2019/32 so as to amend proposed elevations at Yr Erw, Llansadwrn - Caniatau/Granted 22.7.21

VAR/20219/32 - Cais dan Adran 73A i amrywio amod (02) (manyion draenio) o ganiatâd cynllunio cyfeirnod 17C126F/DA (cais mewn perthynas â'r materion a gadwyd yn ôl ar gyfer codi annedd) er mwyn galluogi cyflwyno'r manylion yn dilyn cychwyn gwaith yn / Application under Section 73A for the variation of condition (02) (drainage details) of planning permission reference 17C126F/DA (application for reserved matters for the erection of a dwelling) so as to allow for the submission of drainage details following the commencement of works at Yr Erw, Llansadwrn - Caniatau/Granted 24.07.2019

MAO/2023/6 - Mân newidiadau i gynllun sydd wedi ei ganiatáu yn flaenorol o dan caniatâd cynllunio rhif VAR/2019/32 er mwyn diwygio'r dyluniad a deunyddiau allanol yn / Minor amendments to scheme previously approved under planning permission reference VAR/2019/32 so as to amend the design and external materials at Yr Erw, Llansadwrn - Refused/Gwrthod - 18.05.23

FPL/2023/91 - Cais llawn ar gyfer newid defnydd tir o amaeth i greu estyniad i'r cwrtil preswyl ar dir yn / Full application for the change of use of land from agricultural to form an extension to the residential curtilage at Yr Erw, Llansadwrn - Gwrthod/Refused - 06.06.2023

Main Planning Considerations

The principle of the development in this location has already been established under outline planning permission ref 17C126D and the subsequent approval of the reserved matters under application refs 17C126E/DA and 17C126F/DA. Furthermore, a certificate of lawfulness was issued on the 15th October

2018 confirming that the development had been lawfully implemented by virtue of works to the access such that the planning permission for the erection of a dwelling is safeguarded in perpetuity.

A Section 73A variation of condition application was subsequently granted in July 2019 under planning permission reference VAR/2021/32 allowing for the submission of drainage details following the commencement of works and a non-material amendment was approved in July 2021 under application reference MAO/2021/20.

This application seeks approval of amendments to the design of the dwelling.

However, since the adoption of the Joint Local Development Plan (JLDP), Llansadwrn is now identified as a cluster where any new dwelling must be for affordable local need on an infill site. The application is therefore contrary to the provisions of policy TAI 6 of the JLDP; however a fallback position exists since the site benefits from a safeguarded consent for the erection of a dwelling.

The application is made under Section 73A and relates to an approved open market dwelling house and is therefore contrary to development plan policies.

However, as the application has extant consent, the following must be considered:

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

As noted above, the site benefits from a Certificate of Lawfulness confirming that the development has been lawfully implemented by virtue of works to the access such that the planning permission for the erection of a dwelling is safeguarded in perpetuity.

The proposed amendments sought as part of this application are to the design of the dwelling, comprising:

- 0.8m increase in the ridge height
- 1.1m increase in eaves height.
- Front elevation - amendments to door, fenestration, dormer windows and roof lights with roof to extend over front door to create open porch area and the introduction of stone cladding to entire front elevation.
- Rear elevation – amendments to doors and fenestration and introduction of two additional velux windows.
- Side elevation NW – Introduction of two small windows either side of chimney breast at first floor level.
- Side elevation SE – alteration to ground floor door and window, provision of French door with Juliet balcony in lieu of window at first floor level.
- Biodiversity enhancement by provision of two bird boxes on rear elevation to satisfy the Section 6 Duty of the Environment Wales Act 2016

The proposed amendments are considered to be acceptable and represent an overall improvement to the previously approved plans.

Conclusion

The application is contrary to Policy TAI 6 of the JLDP; nevertheless a fallback position exists as the site benefits from an extant permission which is capable of being implemented.

The proposed amendments are considered to be acceptable and represent an overall improvement to the previously approved plans.

Recommendation

That the application is permitted subject to the following conditions:

(01) The vehicle driveways shall be constructed with its gradient not exceeding 1 in 20 for the first 5 metres back from the nearside edge of the adjoining footway.

Reason: In order to minimise danger, obstruction

(02) The highway boundary wall/hedge/fence or any new boundary erected fronting the highway shall at no time be higher than 1 metre above the level of the adjoining county road carriageway along the whole length of the sites boundary with the adjoining highway and nothing exceeding this height erected within 2 metre of the said wall/hedge/fence or any new boundary.

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

(03) The access shall be completed with a bitumen surface for the first 5 metres from the nearside edge of the highway with the surface water drainage system completed and fully operational before the dwelling is occupied.

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

(04) The turning area shall be completed in full accordance with the details as shown on the submitted plan drawing reference AL0006 approved under planning permission reference VAR/2019/32 before the dwelling is occupied and thereafter retained solely for those purposes.

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

(05) The access shall be laid out and constructed strictly in accordance with the submitted plan, Drawing No. AL0006 approved under planning permission reference VAR/2019/32 before the dwelling is occupied and thereafter shall be retained and kept free from permanent obstruction and used only for access purposes.

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

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

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

(07) No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

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

(08) The surface water drainage systems shall be completed in full accordance with the submitted details, drawing reference AL0006 approved under planning permission reference VAR/2019/32 before the dwelling is occupied.

Reason: To ensure the development is adequately drained and to prevent the increased risk of flooding on and off the site.

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

- **Location Plan approved under planning permission reference 17C126F/DA.**
- **Proposed Site Drainage Plan: AL0002 dated March 2015 approved under planning permission reference 17C126F/DA**
- **Proposed Site Drainage Plan (surface water run-off from vehicular access and parking area only): AL0006 dated 25 October 2016 approved under planning permission reference VAR/2019/32.**
- **Proposed Site Plan**
- **Proposed Elevations**
- **Proposed Ground Floor Plan**
- **Proposed First Floor Plan**

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

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: PCYFF1, PCYFF2, PCYFF3, PCYFF4, TAI 6.

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

Application Reference: FPL/2023/23

Applicant: Mr Neil Richard Hughes

Description: Full application for the erection of a detached garage together with alterations to the scheme approved under planning application reference 28C257B/DA at

Site Address: Bryn Tawel, Ty Croes



Report of Head of Regulation and Economic Development Service (David Parr-Sturgess)

Recommendation: Permit

Reason for Reporting to Committee

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

Proposal and Site

The application is for the erection of a detached garage together with alterations to the scheme approved under planning application reference 28C257B/DA for a new dwelling, a new vehicular access together with associated works on site.

Key Issues

The key issue is whether the proposal would have a negative impact on the previously approved dwelling, the neighbouring dwellings and the surrounding area.

Policies

Joint Local Development Plan

Strategic Policy PS5 – Sustainable Development
TRA 4 – Transport Network Developments
PCYFF1 – Development Boundaries
PCYFF2 – Development Criteria
PCYFF3 – Design and Place Shaping
PCYFF4 – Design and Landscaping
TAI 4 – Housing In Local, Rural & Coastal Villages
AMG5 - Local Biodiversity Conservation

Supplementary Planning Guidance - Design Guide for the Urban and Rural Environment (2008)

Technical Advice Note 6 – Planning for sustainable rural communities (2010)

Planning Policy Wales (Edition 11, February 2021)

Response to Consultation and Publicity

Consultee	Response
Cynghorydd Neville Evans	No observations to received to date.
Cynghorydd Douglas Massie Fowlie	The councillor requested an update on the application with the determining officer sending an email response and an additional email response when the officers recommendation was being prepared for the planning committee.
Cyngor Cymuned Llanfaelog Community Council	No observations to received to date.
Ymgynghorydd Tirwedd / Landscape Advisor	No observations to received to date.
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Requested ecological enhancement and external lighting be conditioned. Agent provided amended plans to show requested ecological enhancement. Enhancements and external lighting will be conditioned if application is approved.
Draenio Gwynedd / Gwynedd Drainage	The IOACC Drainage Team requested proof that the surface water drainage system can accommodate the additional surface water flows. After discussions with the agent, planning department and IOACC Drainage Team the Drainage Team confirmed that the previously approved planning application would discharge surface water into a land drainage ditch and is acceptable for this planning application.
Polisi Cynllunio / Planning Policy	Stated that the determining officer would need to be satisfied that the site has extant planning

	permission for the erection of a dwelling granted permission under previous planning applications this will be a material consideration in the officers assessment of the current proposal. Due to the site being in the open countryside only residential units in line with TAN 6 would be granted permission on the site should there not be a fall-back position based upon the previous permission on the site.
Priffyrdd a Trafnidiaeth / Highways and Transportation	The Highways Authority requested a swept path analysis together with informatives for the applicant. The agent provided the swept path analysis and is considered acceptable.
Dwr Cymru Welsh Water	Requested a condition for surface water from the site not drain to the public sewer system together with advice for applicant.

Publicity

The proposal has been advertised through the distribution of personal letters of notification to the occupiers of neighbouring properties, an advert in the local newspaper and a site notice with the expiry date for receiving representations was the 30/05/2023. At the time of writing this report no letters of representation have been received.

Relevant Planning History

MAO/2020/23 - Mân newidiadau i gynllun a gymeradwywyd yn flaenorol o dan ganiatâd cynllunio 28C257A ac amod (02) (Cynlluniau a Ganiatawyd) o faterion a gadwyd yn ôl cais cyfeirnod 28C257B/DA er mwyn diwygio'r dyluniad ar dir ger / Minor amendments to scheme previously approved under planning permission 28C257A and condition (02)(Approved Plans) of reserved matters application reference 28C257B/DA so as to amend the design on land adjacent to - Elstone, Ty Croes. Caniatáu / Permit 21/10/2020

28C257 - Dymchwel yr adeilad presennol ynghyd a codi annedd ac addasu y mynedfa presennol yn / Demolition of existing building together with the erection of a dwelling and alterations to existing access at Workshop near Ty'n Llan, Llanfaelog, Rhosneigr. Gwrthod / Refused 03/07/1998

28C257A - Outline Planning - Cais amlinellol ar gyfer codi annedd yn cynnwys manylion llawn am yr fynedfa i gerbydau ar dir ger / Outline application for the erection of a dwelling together with full details of the vehicular access on land adjacent to - Bryn Maelog, Llanfaelog. Caniatáu / Permit 02/08/2016

28C257B/DA - Reserved Matters - Cais am faterion a gadwyd yn ôl ar gyfer codi annedd a creu fynedfa i gerbydau ar tir cyfagos i / Application for reserved matters for the erection of a dwelling and construction of a vehicular access on land adjacent to - Elstone, Ty Croes. Caniatáu / Permit 31/08/2018

28C257E/DEL - Deletion of Conditions - Cais o dan Adran 73 i dynnu amod (05)(Dim dwr wyneb na draeniad tir i gysylltu â carthffos gyhoeddus) o ganiatâd cynllunio rhif 28C257A (Cais amlinellol ar gyfer codi annedd yn cynnwys manylion llawn am yr fynedfa) ar dir ger / Application under Section - Bryn Maelog, Llanfaelog. Tynnwyd yn ôl / Withdrawn 18/07/2018

Main Planning Considerations

The Joint Local Development Plan (JLDP), Policy TA14 – Housing In Local, Rural & Coastal Villages states proposals for *'open market housing in the following Local, Rural and Coastal Villages will be granted provided they conform to all the following criteria:*

- i. That the size, scale, type and design of the development corresponds with the settlement's character,*
- ii. The site is within the settlement's development boundary.'*

The previously approved outline planning permission reference 28C257A granted planning permission for a new dwelling together with a new vehicle access under previous Local Development Plans with the Reserved Matters planning permission granting permission under the current Joint Local Development Plan.

The application site is located approximately 120m outside the development boundary of Llanfaelog and 180m from the nearest designated housing cluster of Bryn Du. Under current JLDP policies the site would be within the open countryside and the proposed market dwelling would be considered contrary to local and national planning policies.

The principle of developing the site has already been established under planning application reference 28C257A and 28C257B/DA where permission was granted for the erection of a dwelling and the construction of a new vehicular access. Work has commenced on site with the construction of the vehicle access and the dwelling partially erected with work stopped before the erection of the roof.

The main planning considerations is whether the proposed alterations to the dwelling and the proposed new detached garage would have a negative impact on the previously approved dwelling, the neighbouring dwellings and the surrounding area.

- (i) Siting, scale, design and appearance of alterations to dwelling
- (ii) Siting, scale, design and appearance of the proposed garage

(i) Siting, scale, design and appearance of alterations to dwelling

JLDP Policy PCYFF 2 ensures that any proposed development does not have an adverse impact on the health, safety or amenity of occupiers of local residences, other land and property uses.

JLDP Policy PCYFF 3 ensures all proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places. The proposals should compliment or enhance the existing site and surrounding area.

The siting and footprint area of the proposed dwelling is the same as the previously approved planning permission with the proposed alterations being the roof ridge height increasing from 6.6m to 7.7m, the two dormer windows on the front elevation will be roof lights within the slope of the roof, a roof overhang will extend over the entrance porch of the dwelling, the rear roof dormer will be removed and the design of the roof altered to allow a smaller roof slope. The design and appearance of the dwelling is very similar to the previously approved dwelling with the two pitched slate roof and rendered walls matching neighbouring properties together with its appearance on site being similar in scale and character to the neighbouring properties.

The previously approved planning permission granted planning permission for a rear first floor balcony which did not include any screening to prevent overlooking into neighbouring properties gardens to the East and West. The proposed first floor rear balcony of the dwelling will be in the same location and has been altered to include obscure glazed screening which will prevent overlooking into neighbouring properties.

The proposed dwellings siting, scale, design and appearance is considered acceptable as it would not have a negative impact on existing site, neighbouring properties and complies with planning policies PCYFF 2 and PCYFF 3 of the JLDP.

(ii) Siting, scale, design and appearance of the proposed garage

The previously approved planning permission for the dwelling did not include the construction of a garage building. The proposed detached garage as part of this planning permission will be sited within 1.8m of the dwelling and 1.2m from the boundary wall shared with neighbouring property 'Bryn Maelog'. The boundary wall measures more than 2m in height with Bryn Maelog's first floor gable window overlooking the application site being located approximately 5.3m from the boundary.

The scale of the proposed garage measures 5.7m in width, 6.2m in length, 2.8m to the roofs eaves and 4.8m to the roof ridge. The garage will have a two pitched slate roof with a single garage door together with a single door and window.

The proposed garage's siting, scale, design and appearance is considered acceptable as it would not have a negative impact on existing site, neighbouring properties and complies with planning policies PCYFF 2 and PCYFF 3 of the JLDP.

Conclusion

The application is contrary to Policy TA14 of the Joint Local Development Plan but has been safeguarded through commencement of works on site complying with previously approved planning permissions 28C257A and 28C257B/DA.

The amendment to the previously approved new dwelling and proposed new detached garage is considered acceptable as it complies with Policies PCYFF2, PCYFF3 of the Joint Local Development Plan and the guidance within the SPG - Design Guide for the Urban and Rural Environment (2008)

Recommendation

That the application is permitted subject to the following conditions:

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

- **Location / Block Plan – 2311-A3-02 – Dated January 2023 – Received 21/06/2023**
- **Proposed Elevations - 2311-A3-03 – Dated January 2023 – Received 26/04/2023**
- **Proposed Ground Floor Plan - 2311-A3-04 – Dated January 2023 – Received 26/04/2023**
- **Proposed First Floor Plan - 2311-A3-05 – Dated January 2023 – Received 26/04/2023**
- **Proposed Plan of Garage - 2311-A3-06 – Dated January 2023 – Received 26/04/2023**
- **Proposed Elevations of Garage - 2311-A3-07 – Dated January 2023 – Received 26/04/2023**

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

(02) Prior to the use of the balcony hereby approved the balcony screen at first floor level on the proposed West and East elevations as labelled on the drawing Proposed Elevations - 2311-A3-03 – Dated January 2023 – Received 26/04/2023 shall be 1.8 metres in height, be fitted with obscure glazing (level 5 obscurity level) and thereafter shall be retained as such for the lifetime of the development hereby approved.

Reason To safeguard the residential amenities of occupants of the adjacent residential property.

(03) Prior to the use of the dwelling and garage hereby approved the bird nest boxes, swift nest cup and bat boxes shall be installed on the buildings as per drawings Proposed Elevations - 2311-A3-03 – Dated January 2023 – Received 26/04/2023 and Proposed Elevations of Garage - 2311-A3-07 – Dated January 2023 – Received 26/04/2023 and thereafter shall be retained as such for the lifetime of the development hereby approved.

Reason: To help conserve and safeguard biodiversity.

(04) No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

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

(05) The access shall be laid out and constructed strictly in accordance with the submitted plan Location / Block Plan – 2311-A3-02 – Dated January 2023 – Received 21/06/2023 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 ensure visibility at the access.

(06) The access shall be constructed with its gradient not exceeding 1 in 20 for the first 5 meters back from the nearside edge of the adjoining carriageway.

Reason: In the interests of amenity.

(07) The access shall be constructed with 2.4 meter by 90 metre splays on either side. Within the vision splay lines nothing exceeding 1 meter in height above the level of the adjoining carriageway shall be permitted at any time.

Reason: To ensure visibility at the access.

(08) The highway boundary wall/hedge/fence or any new boundary erected fronting the highway shall at no time be higher than 1 meter 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 ensure visibility at the access.

(09) The access shall be completed with a bitumen surface for the first 5 meters from the nearside edge of the County Highway with the surface water drainage system completed and operational before the use hereby permitted is commenced.

Reason: In the interests of amenity.

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

Reason: To ensure that the site is satisfactorily drained.

(11) The detached garage hereby permitted shall only be used as a private garage incidental to the enjoyment of the adjoining residential dwelling and for no commercial or business use whatsoever.

Reason: To ensure that inappropriate uses do not take place in this locality.

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: PS5, TRA4, PCYFF 1, PCYFF2, PCYFF 3, PCYFF 4, TAI 4, AMG 5

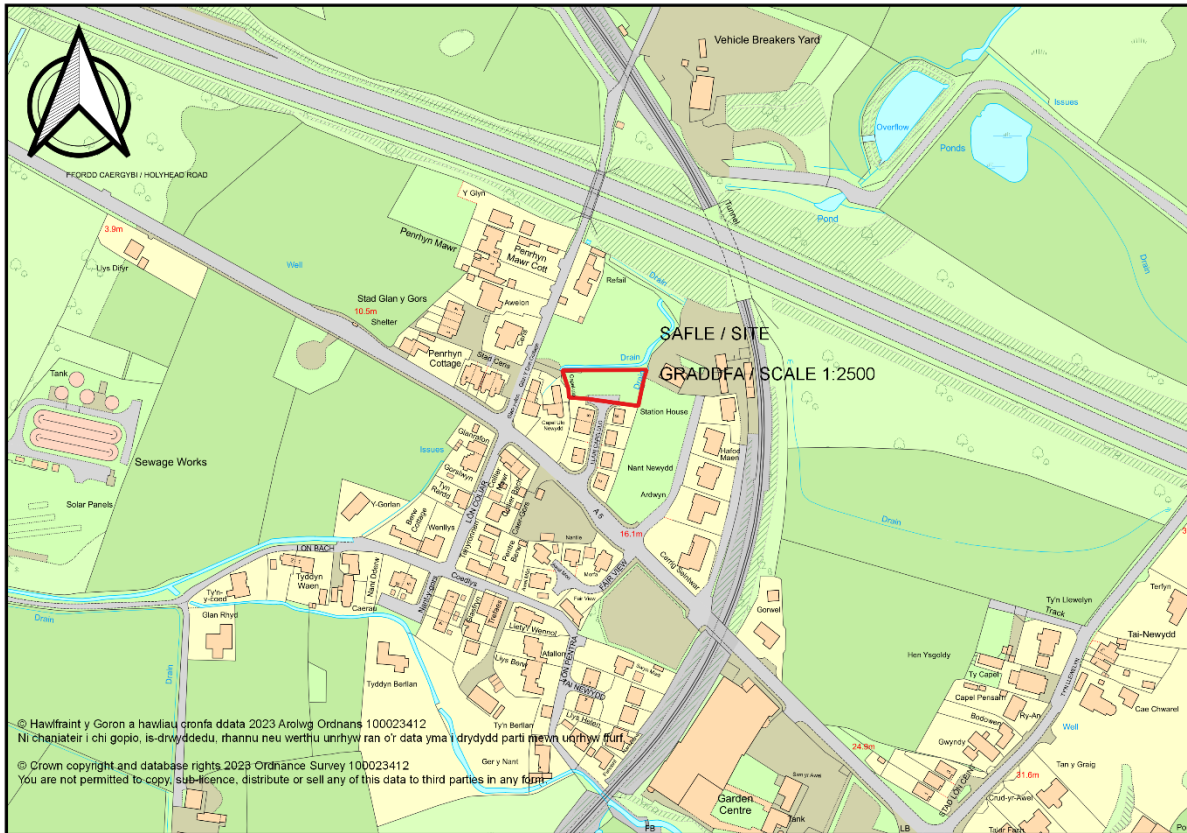
In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

Application Reference: VAR/2023/15

Applicant: Straight Development Limited

Description: Application under Section 73 for the variation of condition (06) (Approved Plans) of planning permission reference VAR/2018/14 (Erection of 3 dwellings on plots 8, 9 & 10) so as to amend the siting and orientation of the 3 dwellings at

Site Address: Llain Capelulo, Pentre Berw, Gaerwen



Report of Head of Regulation and Economic Development Service (Colette Redfern)

Recommendation: Permit

Reason for Reporting to Committee

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

Proposal and Site

The site lies within a private residential estate, comprising of detached two storey properties, within the settlement of Pentre Berw, the majority of the properties have been completed. Pentre Berw is identified

as a Cluster under Policy TAI 6 of the Anglesey and Gwynedd Joint Local Development Plan and the site lies outside the development boundary.

The proposal entails the repositioning of two of the units in order to provide an easement for the statutory undertakers apparatus. This will result in Plot 9 (centre of the site to be positioned with its gable fronting the estate road and Plot 10 will be repositioned with its rear fronting the side of the existing adjoining property (Plot 8).

There are no alterations proposed to the design of the units.

Key Issues

The applications key issue is the existence of the fallback position (extant planning consent), what likelihood exists of the extant permission coming forward and that any harm that is generated by the extant permission being balanced against the proposed scheme and any improvement or betterment the proposal offers over and above the fall-back position.

Policies

Joint Local Development Plan

PCYFF2 – Development Criteria
 PCYFF3 – Design and Place Shaping
 TAI6 – Housing in Clusters

Response to Consultation and Publicity

Consultee	Response
Awdurdod Glo / Coal Authority	Standard comments / informatives
Cyfoeth Naturiol Cymru / Natural Resources Wales	No comments
Cyngor Cymuned Llanfihangelesceifiog Community Council	No observations/objection
Priffyrdd a Trafnidiaeth / Highways and Transportation	No comments
Adain Dechnegol (Draenio) / Technical Section (Drainage)	No response
Polisi Cynllunio / Planning Policy	Comments
Cynghorydd Dafydd Roberts	No response
Cynghorydd Alwen Pennant Watkin	No response
Strategol Tai / Housing Strategy	No comments
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Amended details acceptable
Ymgynghoriadau Cynllunio YGC	Standard comments

The proposal has been advertised through the distribution of personal letters of notification to the occupiers of neighbouring properties, site notice was placed near the site and the publication of a notice in the local press. The latest date for the receipt of any representation was the 12/07/2022. At the time of

writing this report 2 letters of representation had been received at the department from the occupants of the neighbouring property. The main issues raised can be summarised as follows;

i. Overlooking from the first floor windows.

During the course of determining the application the applicant has been in discussions with the owner of the neighbouring property and amended the scheme with the installation of obscure glazing in one of the first floor windows which lies closest to the adjoining property.

Following discussions with the applicant and the subsequent amendments to the proposed scheme, there is a duty to re-notify neighbours and the latest date for the receipt of any representation is 08/09/2023.

Relevant Planning History

33C102G - Full application for the erection of 3 dwellings at Herb Garden - Granted 26/06/08

33C102K/LUC - Application for a Certificate of Lawfulness for the proposed use for the erection of 3 dwellings at The Herb Garden, Pentre Berw - Lawful - 29/11/18.

VAR/2018/14 - Application under Section 73A for the variation of condition (07)(Approved Plans) from planning permission reference 33C102G (Erection of 3 dwellings on plots 8, 9 & 10) so as to allow plots 8 & 10 to increase in size and amend site orientation to become 4 bed dwellings together with amending parking layouts at - Plots 8, 9 & 10, The Herb Garden, Llain Capelulo, Pentre Berw, Gaerwen - Permit 07/03/19

Main Planning Considerations

Pentre Berw is identified as a Cluster in the Joint Local Development Plan which allows the erection of affordable houses for local need on a site between or on the edge of a coloured building as shown on the Inset Map.

Full planning permission has been granted on the site under planning application reference 33C102G which was approved on the 26/6/08 and a subsequent certificate of lawfulness application was proved lawful on the 29/11/18 under planning application reference 33C102K/LUC.

The application seeks the variation of condition (06) of planning permission VAR/2018/14 so as to allow the re-positioning of the plots within the site and the re-positioning of plot 8.

The front elevation of plot 8 will be at an angle and will front the side of the existing dwelling, also known as 8 Llain Capelulo. One of the first floor dormer windows (bedroom 3) which will front the side elevation of the adjoining property known as 8 Llain Capelulo will be of obscure glazing to ensure the proposal will not have an impact on the amenities currently enjoyed by the occupants of the property.

Policy Context – The principle of the erection of three dwellings on the site has been established under planning application 33C102G and later certificate of lawfulness application was proved lawful under planning application 33C102K/LUC.

Joint Local Development Plan – Pentre Berw is identified as a cluster where housing proposals can be supported for affordable housing for local need between or adjacent to buildings coloured on the Inset Map under Policy TAI 6.

The application currently under consideration does not comply with the requirements of Policy TAI 6 as the dwellings are open market houses. However, as the application site has an extant planning permission the following must be considered:-

- Is there a likelihood that the existing permission can be implemented.

- Are the amendments to the permission better than that previously approved.

Drainage works has commenced on the application site and the permission has been proved lawful under planning application 33C102K/LUC; therefore, it is likely that the permission will be implemented.

The amendments proposed are not considered to be a deterioration of that approved under the previous permission.

Affect on amenities of surrounding properties.

Neighbouring properties have been notified of the proposed development and concerns were raised originally that the proposal would result in overlooking to their property. As stated above an amended scheme has been submitted and the publicity process carried out again and at the time of writing this report no further representations had been received at the department. Whilst plot 8 will front the side and rear garden of the existing dwelling it is not considered that the proposal will have a detrimental impact on the amenities currently enjoyed by the occupants of the dwelling.

Conclusion

The application is contrary to Policy TAI 6 of the Joint Local Development Plan; however, the fallback position is that the application site has an extant planning permission for 3 dwellings.

The amendments proposed is not considered to be a deterioration of that approved under the previous permission and does not have an impact upon the adjacent residential properties over and beyond what has previously been approved on the application site.

Recommendation

That the application is permitted subject to the following conditions:

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

Location plan

AO/HG/01 - Plot 8 elevations

AO/HG/02 - Plot 8 elevations

AO/HG/03 - Plot 8 ground floor plan

AO/HG/04 - Plot 8 first floor plan

AO/SP/01 - Site plan

A1807 2100 Rev. B - Plot 9 plans and elevations

A1807 2101 Re. A - Plot 10 plans and elevations

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

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

Reason: To ensure a satisfactory appearance of the development.

(03) 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, unless otherwise agreed in writing with the local planning authority. Such works shall be erected following completion of the building(s) or the completion of the development, whichever is the sooner.

Reason: To ensure a satisfactory appearance of the development.

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

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

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

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

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: PCYFF 2, PCYFF 3 and TAI 6.

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

Planning Committee: 06/09/2023

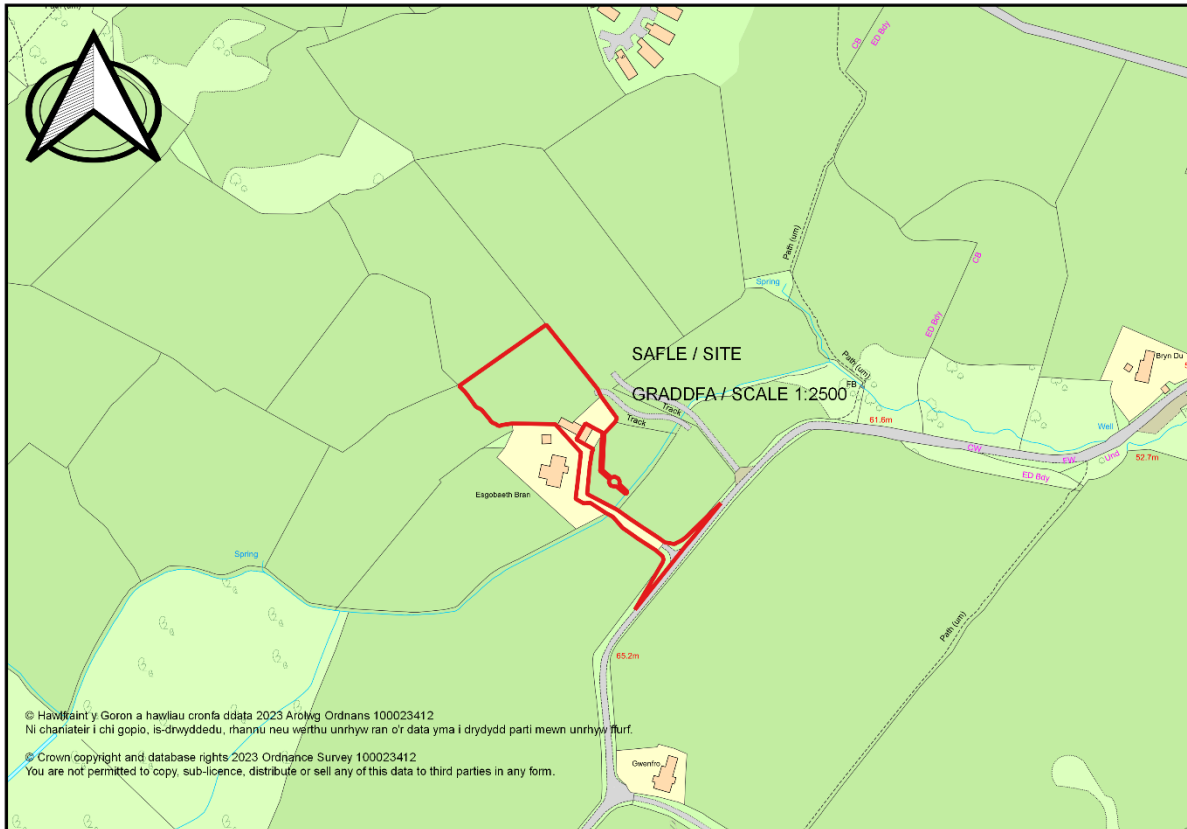
12.1

Application Reference: FPL/2022/186

Applicant: Mr & Mrs Brian Jones

Description: Change of use of agricultural land into touring caravan park, change of use of existing building to use ancillary to the caravan park together with the installation of a package treatment plant at

Site Address: Esgobaeth Bran, Llanbedrgoch



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

Recommendation: Permit

Reason for Reporting to Committee

The application is presented to the planning committee on the request of two of the local members due to local concern.

Proposal and Site

This is an application for the change of use of agricultural land into touring caravan park for up to 14 caravans, change of use of existing building to use ancillary to the caravan park together with the installation of a package treatment plant at Esgobaeth Bran, Llanbedrgoch.

The land is currently vacant and used for grazing of animals.

Key Issues

The key issues are:-

- Policy Considerations
- Highway Considerations
- Sustainability
- Landscape
- Drainage
- Protected sites and Ecological Considerations
- Welsh Language
- Impact on Adjacent Residential Properties
- Archaeology
 - Best and Most Versatile Agricultural Land

Policies

Joint Local Development Plan

- PS 1: Welsh Language and culture
- PS 4: Sustainable transport, development and accessibility
- TRA 2 Parking standards
- TRA4: Managing Transport Impacts
- PS 5: Sustainable Development
- PS6: Alleviating and Adapting to the Effects of Climate Change
- PCYFF 1: Development Boundaries
- PCYFF 2: Development Criteria
- PCYFF 3: Design and Place shaping
- PCYFF 4: Design and Landscaping
- PS 14: The Visitor Economy
- TWR 1: Visitor attractions and facilities
- TWR5: Touring caravan, camping and temporary alternative camping accommodation
- PS 19: Conserving and where appropriate enhancing the natural Environment
- AMG3: Protecting and enhancing features and qualities that are distinctive to the local landscape character.
- AMG 5: Local biodiversity conservation

Planning Policy Wales Edition 11

Technical Advice Note 5: Nature Conservation and Planning

Technical Advice Note 6: Sustainable Rural Communities

Technical Advice Note 12: Design

Technical Advice Note 13: Tourism

Technical Advice Note 18: Transport

Technical Advice Note 23: Economic

Technical Advice Note 20: Planning and the Welsh Language

Supplementary Planning Guidance: Urban and Rural Environment

Supplementary Planning Guidance: Holiday Accommodation

Supplementary Planning Guidance: Maintaining Distinctive and Sustainable Communities

Response to Consultation and Publicity

Consultee	Response
Cyngor Cymuned Llanddyfnan Community Council	The road leading up to the site is not adequate for cars towing a caravan. The road is used by pedestrians walking, cyclists and people riding horses.
Cynghorydd Non Lewis Dafydd	A request to call in the planning application to the planning committee due to local concerns.
Cynghorydd Paul Charles Ellis	A request to call in the planning application to the planning committee due to local concern.
Cynghorydd Dylan Rees	No response at the time of writing the report.
Draenio Gwynedd / Gwynedd Drainage	No observations to offer in terms of land drainage or local flood risk.
Priffyrdd a Trafnidiaeth / Highways and Transportation	Highways has confirmed that the entrance is able to provide sufficient visibility, they have also confirmed that the additional traffic would not cause any highway concern due to the road being very lightly trafficked. The travel plan will also help with ensuring a reduction in larger vehicles meeting on the road and the Highways Authority has confirmed that they are satisfied with the passing bays identified as part of the planning application.
Polisi Cynllunio / Planning Policy	Standard Policy Comments
GCAG / GAPS	Despite some archaeological potential in the broader landscape, there are no recommendations in this instance.
Ymgynghorydd Tirwedd / Landscape Advisor	Conditional approval to ensure planting scheme is completed.
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Conditional approval to ensure the ecological mitigation is carried out.
Iechyd yr Amgylchedd / Environmental Health	Standard comments in relation to hours of working and general information regarding the need to comply with the Caravan Sites and Control of Development Act 1960 and Caravan Site Licence Conditions.
Cyfoeth Naturiol Cymru	NRW has provided comments in relation to Protected Sites such as the SAC, SSSI and Protected Species Survey. NRW recommend conditional approval of the application.
Dwr Cymru Welsh Water	Standard Advice and confirmation that the proposal is to utilise an alternative to mains drainage.

The application was advertised by posting letters to neighbouring properties, the expiry date to receive representations was the 8/9/22. At the time of writing the report 44 web comments had been received and 40 formal letters received.

The objections received as follows:-

- Wrong commercial enterprise in the wrong place
- Highway Safety and Increase in Traffic
- No formal passing places from the start of Lon Gwenfro in the village to the site
- Proposed passing places not accurate and insufficient
- Existing passing places identified are all inter-visible
- Passing bays identified in location 1-4 not adequate
- Impact on neighbours using the entrances identified as formal passing bays
- Narrow lane with blind spots with no verges and road in poor condition
- Car accidents have occurred on this lane
- Operational Traffic Management Plan will not work
- Visual impact
- Noise pollution
- Flooding
- Impact on Biodiversity
- Increase in sewage and waste management
- Waste Water Treatment not addressed sufficiently
- Not a sustainable location
- No economic benefit
- Faulty Traffic Count
- No need for another caravan site
- No public footpaths on the lane
- No public notice placed on site
- The area is of significant conservation interest including one of only 4 sites for the rare Frog Orchid,
- Impact on SSSI, Anglesey Fens SAC
- Caravan on site that does not have planning permission
- Caravan and Camping has opened within a short distance of the site.

In response to the comments raised

- The proposal has been considered against the relevant policies of the JLDP
- The Highways Authority has confirmed that the access and road leading to the site is sufficient to cater for the development and they are also happy with the Operational Travel Plan provided with the application. The Highways Authority has not expressed concern on the traffic count information submitted with the planning application. The Highways Authority is also satisfied with the passing bays identified as part of this planning application.
- It is not considered that the proposal will cause visual impact and this will be addressed further in the report.
- There will be some noise pollution but it is not considered that the development would cause noise impact which would impact the amenities of adjacent residential property due to the distance away from residential properties and the intervening uses such as trees, hedges and the road
- Drainage will be dealt with via a Treatment Plant and Waste will also be dealt with appropriately through a commercial waste proposal. NRW and the ecologist is satisfied that the drainage scheme will not impact on the SAC or SSSI.
- It is considered that there is a choice of travel modes in the vicinity of the site, this will be addressed further in the report.
- The application site is not within the flood zone.
- The regulations do not state that a site notice must be placed on site. Adjacent residential properties have been notified of the development on numerous occasions.
- An ecological report has been received with the planning application and ecological mitigation measures have been outlined in the report. These will be conditioned as part of any approval.

- There will be economic benefit from the proposal as holiday makes will make use of tourist attractions, shops, restaurants etc
- Even though there are caravan sites nearby, this is not a consideration under Policy TWR 5 of the JLDP
- It is acknowledged that there are no footpaths on the lane.
- The caravan on the land is not part of this planning application; however, the enforcement team have been notified of this caravan.
- The recent caravan and caravan club site has had approval through the camping and caravanning club and not by the local planning authority.

Relevant Planning History

None

Main Planning Considerations

Proposal

The proposal is a change of use of agricultural land into touring caravan park for up to 14 caravans, change of use of existing building to be used as a WC/shower, plant and store room together with the installation of a package treatment plant at Esgobaeth Bran, Llanbedrogoch.

Policy Considerations

Policy PCYFF 1 'Development Boundaries' states that development outside development boundaries will be resisted unless it is in accordance with specific policies in this plan or national planning policies or that the proposal demonstrates that its location in the countryside is essential.

The main policy consideration is Policy TWR 5: Touring Caravan, Camping and Alternative Camping Accommodation. The policy states:

Proposals for new touring caravan, camping and temporary alternative camping sites, extensions to existing sites or additional pitches will be granted provided they conform to the following criteria:

That the proposed development is of a high quality in terms of design, layout and appearance, and is sited in an unobtrusive location which is well screened by existing landscape features and/or where the units can be readily assimilated into the landscape in a way which does not significantly harm the visual quality of the landscape;

There are trees and hedges located on the boundaries of the application site with further trees and hedges located between the site and the highway. A landscape and visual impact assessment has been provided with the planning application to assess the sites visual impact from local views. The application site is not a prominent site, it is considered that the site sits low within the landscape with glimpses of the site coming from a Southern direction; there are some trees on the North Eastern boundary of the site but the site is open on the North and West boundary. The existing dwelling screens the majority of the site and other trees nearby screens the site well, the hedges on the roadside also screens the site well.

Avoids excessive areas of hard standing;

The proposal does not include any permanent features such as concrete basis or a concrete track. The intension is to have as little permanent features as possible. Grass reinforcement will only be introduced to the entrance of the field otherwise the field will remain as it is at present.

3. Have limited physical connection to the ground and is capable of being removed off the site out of season;

There will be no physical connection to the ground and the touring caravans would be removed off site out of season.

Any ancillary facilities should, if possible, be located within an existing building or as an extension to existing facilities. If no suitable buildings are available, the need for additional facilities needs to be clearly demonstrated and commensurate with the scale of the development.

Criteria 4 of Policy TWR 5 states that additional facilities will need to be within existing buildings before considering the erection of a totally new building. The proposal does entail using an existing building on the site to be used as WC and shower facilities for the caravan site.

5. That the site is close to the main highway network and that adequate access can be provided without significantly harming landscape characteristics and features;

The application site is close to the main highway network. The Highways Authority have provided comments and this will be discussed later in the report.

6. Occupation is limited to holiday use.

Any permission would be limited to holiday use.

That the site is used for touring purposes only and any units are removed from the site during periods not in use.

Any permission would require the touring units to be removed from the site during periods not in use.

Chapter 5 of Planning Policy Wales recognises that a wide range of activities, facilities and types of development is vital to economic prosperity and job creation and that tourism can be a catalyst for regeneration, improvement of the built environment and environmental protection. It recognises that in rural areas, tourism-related development is an essential element in providing for a healthy and diverse economy.

Technical Advice Note 13: Tourism (1997) and TAN 6: Planning for Sustainable Communities (2010) is also relevant and contains advice such as the location of development.

The overarching strategic policy for tourism in the JLDP is Policy PS14: The Visitor Economy. There are a number of considerations that are relevant to the majority of proposals. These include high quality development in terms of design, layout and appearance. The primary consideration will be the overall quality of the proposal against policies of the JLDP.

Highways

A Transport Statement has been received with the planning application which confirms that the access has a visibility splay of 2.4m x 80m in a South Westerly direction and a 2.4m x 113m visibility splay in the North Easterly direction. The statement confirms that there have been no recorded accidents or near misses along the single lane highway leading up to the site in the last 10 years. The transport statement confirms that the traffic generated by the development will not have a detrimental impact on the Highway.

An Operational Travel Plan has been provided with the planning application to ensure that the touring caravans have a staggered arrival and departure times which will negate the possibility of two touring units meeting on the lane. The Travel Plan will be a condition of any such approval.

The Highways Authority has confirmed that they are satisfied with the Transport Statement and Operational Travel Plan provided with the planning application. They have confirmed that the visibility splay for the existing access is sufficient and that the traffic generated from the site would not have a detrimental impact upon road safety. The proposal identifies 4 formal passing bays, two of these will be

able to accommodate two cars passing each other and two passing bays will be of sufficient width to accommodate a car passing a vehicle towing a caravan. Passing bays number 2 and 3 will need minor improvements which can be accommodated within the highway boundary in order to provide sufficient passing width. The works to improve these passing bays will be conditioned to ensure that they have been completed prior to the use of the caravan site. The Highways Authority has confirmed that the 4 passing bays identified are acceptable and meet the needs of this planning application.

It is therefore considered that the proposal complies with Policy TRA4 of the Joint Local Development Plan.

Sustainability

Strategic Policy PS4: Sustainable Transport, Development and Accessibility states that development should be located so as to minimise the need to travel. Proposals should improve and maximise accessibility for all modes of transport, but particularly by foot, cycle and public transport. This will be achieved by securing convenient access via footways, cycle infrastructure and public transport, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car.

Strategic Policy PS5: Sustainable Development also states that development will be supported where it is demonstrated that they are consistent with the principles of sustainable development. Criteria 12 states that reducing the need to travel by private transport and encouraging the opportunities for all users to travel when required as often as possible by means of alternative modes, placing particular emphasis on walking, cycling and using public transport in accordance with Strategic Policy PS4. Although proposals necessitating the use of private vehicles are not prohibited through the JLDP, Policy PS 5 promotes the application of sustainable development principles in all new developments, including directing development towards the most appropriate locations and reducing the need to travel by private transport.

The site is located in the open countryside, there are several Public Right of Ways (PROW) in close proximity of the site. The nearest bus stop is within approximately 1.45km from the site, Red Wharf Bay is located 3.11km away, Benllech is located 4km away and Llangefni is located 6.15km away. Benllech and Llangefni provides a range of different shops and facilities.

The proposed site is located in close proximity of a number of PROW, while these footpath routes would take longer to navigate, they provide options for those who wish to walk to Red Wharf Bay, Benllech and Llangefni. A bus stop is within walking distance which provides alternative modes of travel to the car. It is therefore considered that there will be a choice of travel modes for holiday makers using the site.

Landscape

An assessment of the sites visual impact from local views has been provided with the planning application which provides an analysis of local landscape character. The land is not a prominent site and the land is low lying within the landscape with glimpses of the site coming from a Southern direction; there are some trees on the North Eastern boundary of the site but the site is open to the North and West. The existing dwelling screens the majority of the site and other trees nearby screens the site well.

Even though the site is not prominent, it is considered that the site should strengthen the landscape on the site. The proposed site plan indicates that a hedgerow will be planted on the North East, South East, North West and South West boundaries with a total of 14 no new trees planted along the boundaries of the site. This will help with any views of the site and also acts as a biodiversity enhancement. An alder hedge is also proposed around the perimeter of the soakaway mound.

A condition will be placed on the permission to ensure that the landscaping work is carried out in the first season after the use commences.

Drainage

The proposal includes the installation of a treatment plant and soakaway to serve the WC and shower building.

There is no main foul sewer network located in the vicinity of the site, the foul drainage will discharge into a drainage mound located in a paddock area north east of the new toilet block. The treatment plans and soakaway will cater for an average 64 persons. As the development is for touring caravans, a 3,000 litre sluice tank will be provided to accept any chemical toilet waste from the units. The sluice tank is a stand alone unit which will contain the waste from the chemical toilets and will be emptied by a licensed carrier and disposed of in a safe and proper manner. The sluice tank will not be connected to the treatment plant system.

A watercourse crosses through the application site, then flows into the Corsydd Mon SAC. The SAC is sensitive to eutrophication and any direct discharge from the Treatment Plant into the watercourse may have an adverse impact on the protected site. The proposal therefore intends to discharge the foul water to ground to prevent any adverse impact on the protected site.

A mound soakaway of approx. 285 square metres will be constructed to accept the treated water from the treatment plant. The pipework within the mound is approx. 42m from the nearest point of the watercourse and the treatment plant is in excess of 50m from the watercourse. As the water percolates through the permeable layers within the mound, the water will be treated further prior to being discharged to the ground. The drainage mound would be constructed to comply with BS6297/Approved Document H (Wales) 2010.

The Graf Klaro Treatment Plant is used to reduce phosphate and nitrate during the treatment process.

The applicant will need an environmental permit for the private sewage treatment system from NRW.

The addition of an Alder hedge will further reduce phosphate.

Protected Sites and Ecological Considerations

SAC/SSSI and Protected Species

As stated above a watercourse crosses through the application site, then flows into the Corsydd Mon SAC. The application site is located within 519m of the SAC.

Natural Resources Wales initially objected to the proposal as the proposal would impact the SAC; however, since the drainage scheme has been amended to include a sluice tank for the chemical toilets which will be emptied by a licensed carrier and disposed of in a safe and proper manner, NRW are now satisfied that the proposal will not impact the SAC or the SSSI providing the developer adheres to pollution prevention guidelines. A condition will be placed on the permission to ensure that no construction cement etc will discharge to the nearby watercourse.

A protected species survey was received with the planning application and identified that the boundary features provide potential commuting and foraging opportunities for bats. The survey also identifies that red squirrels are using the application site within the ash tree that is to be removed due to ash die-back. Section 7 of the protected species survey confirms that there is similar habitat available in close proximity and that the proposals include a new tree line to be planted replacing the diseased ash tree. The proposal also includes ecological enhancements such as further landscaping and hedge planting and two bat boxes and two squirrel boxes will be installed on mature trees within the ownership boundary.

NRW confirms that the proposed development represents a lower risk for bats and the proposal is not likely to be detrimental to the maintenance of the population of the species concerned. NRW are also satisfied that the mitigation measures for squirrels have been adequately addressed. A condition will be

placed on any approval to ensure that the mitigation measures contained in the Protected Species Survey is complied with.

The ecological advisor has advised of the need to achieve overall biodiversity enhancement, in accordance with Policy AMG5 and in view of the Council's duty under the Environment Wales Act (2016) to seek to maintain and enhance biodiversity whilst carrying out its functions. The ecologist is satisfied with the level of ecological enhancement proposed as part of the application and has also suggested that three swallow concrete nest cup boxes are installed on the toilet block building. This will be a condition of any approval granted. The ecologist has also screened out the application under Regulation 63 of the Conservation of Habitat and Species Regulations 2017.

The Welsh Language

In accordance with the Planning (Wales) Act 2015 Local Planning Authorities have a duty when making a decision on a planning application to have regard to the Welsh language, where it is relevant to that application. This is further supported by para 3.28 of Planning Policy Wales (Edition 11 2021) together with Technical Advice Note 20.

The 'Maintaining Distinctive and Sustainable Communities' Supplementary Planning Guidance (SPG) (adopted July 2019) provides further guidance on how Welsh language considerations are expected to be incorporated into all relevant developments.

It is noted that there are certain types of developments where the proposal will require a Welsh Language Statement or a Welsh Language Impact Assessment Report. Thresholds for when a Statement / Report is expected to be submitted are highlighted in Policy PS1 of the JLDP together with Diagram 5 of the SPG. This proposal does not meet these thresholds. Consideration of the Welsh Language has been given in the Planning Statement provided with the planning application.

Impact upon the amenities of residential properties – Policy PCYFF2 (criteria 7) states that development will be refused where the proposed development would have an unacceptable adverse impact on the health, safety or amenity of occupiers of local residences, other land and property uses or characteristics of the locality due to increased activity, disturbance, vibration, noise, dust, fumes, litter, drainage, light pollution, or other forms of pollution or nuisance.

Lon Llydan Park is located approximately 160m away and the residential property known as Ty Gwyn is located approximately 250m away. It is not considered that the proposed caravan site would have an impact on the amenities of adjacent residential properties.

Gwynedd Archaeological Planning Service

Gwynedd Archaeological Planning Service has confirmed that whilst there is some potential for sub-surface archaeology in the area, especially relating to settlement peripheral to Llanbedrgoch itself, there is no recommendation for evaluation in this instance.

Best and Most Versatile Agricultural Land

The Predictive ALC Map shows the site as predicted Grade 2.

Strategic Policy PS6 (Criteria 6) states: Safeguarding the best and most versatile agricultural land, promoting allotments, support opportunities for local food production and farming in order to reduce the area's contribution to food miles.

Planning Policy Wales Edition 11 states:

3.54 Agricultural land of grades 1, 2 and 3a of the Agricultural Land Classification system (ALC)1 is the best and most versatile, and should be conserved as a finite resource for

the future.

3.55 When considering the search sequence and in development plan policies and development management decisions considerable weight should be given to protecting such land from development, because of its special importance. Land in grades 1, 2 and 3a should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the agricultural considerations. If land in grades 1, 2 or 3a does need to be developed, and there is a choice between sites of different grades, development should be directed to land of the lowest grade.

The land in question is Grade 2 'Good quality' and is not considered 'previously developed land'. Planning Policy Wales states that weight should be given to protecting such land from development unless there is an overriding need for the development.

The proposal does not include any permanent concrete pitches or permanent roads within the proposed field, this will ensure that the land can be easily grazed out of season.

Conclusion

It is considered that the proposal complies with the requirements of Policy TWR5, the site has a choice of travel modes such as public rights of way and a bus stop within walking distance. The Highways Department has confirmed that they are satisfied with the access, the additional traffic using the road and the passing places identified as part of the planning application. It is not considered that the proposal would have a negative impact upon the landscape or any protected sites listed within the main body of the report. The proposal provides biodiversity gain in accordance with the Environment Wales Act 2016. There are no immediate residential properties that would be affected by the development due to the distances achieved between the site and the intervening uses, such as the road, trees and hedges and the topography of the land. It is considered that the proposal complies with all relevant policies listed within the main body of the report.

Recommendation

That the application is permitted subject to the following conditions:

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

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

(02) All planting in the approved details of landscaping (contained in plan reference 2948:21:3B shall be carried out in the first planting seasons following the use of the site or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The planting shall be retained for the life of the development hereby approved.

Reason: In order that the proposal integrates into its surroundings as per requirements of PCYFF 4.

(03) The Bat Boxes shall be erected in accordance with the Proposed Site Plan 2948:21:3B before the use hereby approved commences.

Reason: To enhance biodiversity and for the avoidance of doubt.

(04) The development shall take place in accordance with the Mitigation Measures contained within the Clwydian Ecology Ltd's Preliminary Ecological Assessment dated 30th June, 2022 submitted under application reference FPL/2022/186.

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

(05) No more than 14 touring caravan pitches (to include motorhomes) shall be placed on the site at any one time and they shall be positioned in accordance with Drawing number 2948:21:3B submitted with planning application FPL/2022/186.

Reason: For the avoidance of doubt and to safeguard visual amenities

(06) No touring caravans or motorhomes shall be permitted on the site before 1st March in any year or after 31st October in the same calendar year.

Reason: To ensure that the development is implemented in accord with the approved detail and in the interest of the appearance of the locality.

(07) Use of the touring site as approved under this permission shall be for holiday purposes only and a register of the use of pitches shall be maintained and shall be made available for inspection by the Local Planning Authority at all times.

Reason: For the avoidance of doubt and to prevent inappropriate uses in this countryside area.

(08) No touring caravan units or motor homes shall be placed on the site until the drainage scheme for the site is installed and is fully operational.

Reason: To ensure that the development is adequately drained.

(09) Any external lighting to be installed on the site shall be submitted to and approved in writing by the Local Planning Authority prior to installation. Details shall include full specifications of all external lights, a plan showing any light spillage on the application site and surrounding land; specifications and heights of any columns, bollards or other such fixtures. The Lighting Scheme shall be designed to maximise energy efficiency and to prevent light pollution. The development shall thereafter be carried out in accordance with the Lighting Scheme approved under the provisions of this condition and then operated and maintained in accordance with the approved scheme for the lifetime of the development.

Reason: To safeguard the amenities of occupants of the surrounding properties.

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

- **Proposed Site Plan – 2948:21:3B**
- **Toilet/Shower Block Proposed Floorplans and Elevations – 2948:22:5**
- **Klargester Drawing – DS0439 Issue 5**
- **Drainage Plan – AO/LS/01**
- **Alder Details -**
- **Traffic Management Plan/Operational Travel Plan – August 2022**
- **Preliminary Ecological Assessment (Revised) by Cambrian Ecology Ltd – 30th June, 2022**
- **Transport Statement dated August 2022**
- **Visual Appraisal and Landscape Strategy – April 2022**
- **Structural Report – Engineering Cyf – dated 3rd May 2022**
- **Location Plan – 2949:21:1B**
- **Passing Bays – LLG/23/01 Rev B**
- **Passing Bay 1 – LLG/23/03 Rev B**
- **Passing Bay 2 - LLG/23/02 Rev C**
- **Passing Bay 3 - LLG/23/04 Rev C**

- **Passing Bay 4 – LLG/23/05 Rev B**
- **Grass Reinforcement and Gravel Reinforcement and Gravel Retention**

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

(11) Any construction works should be carried out between the following times – 0800 – 1800hrs – Monday to Friday; 0800 – 1300hrs on Saturday’s and no working on Sunday’s or Bank Holidays.)

Reason: In the interest of residential amenity

(12) No development shall commence until a Construction Environmental Management Plan “CEMP” has been submitted to and approved in writing by the Local Planning Authority. All work must proceed in accordance with the approved details:-

Full details of the location of any cement mixing during the construction phase and measures taken to ensure cement/dust will not enter the nearby water drains and local watercourses. Full details of where materials and waste materials will be stored on site.

Reason: To safeguard against any impact the construction of the development may have on local watercourse.

(13) Prior to the commencement of any works on site, detailed plans shall be submitted to and approved in writing by the Local Planning Authority in respect of improvements to passing bay 2 and passing bay 3 in accordance with Drawing Numbers LLG/23/02 Rev C and LLG/23/04 Rev C.

Reason: In the interest of highway safety

(14) The improvements to passing bay 2 and passing bay 3 as per Drawing Numbers LLG/23/02 Rev C and LLG/23/04 Rev C shall be completed to the satisfaction of the highway authority prior to the caravan site becoming operational.

Reason: In the interest of highway safety

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: PS1, PS4, TRA2, TRA4, PS5, PS6, PCYFF1, PCYFF2, PCYFF3, PCYFF4, PS14, TWR1, TWR5, PS19, AMG3, AMG5

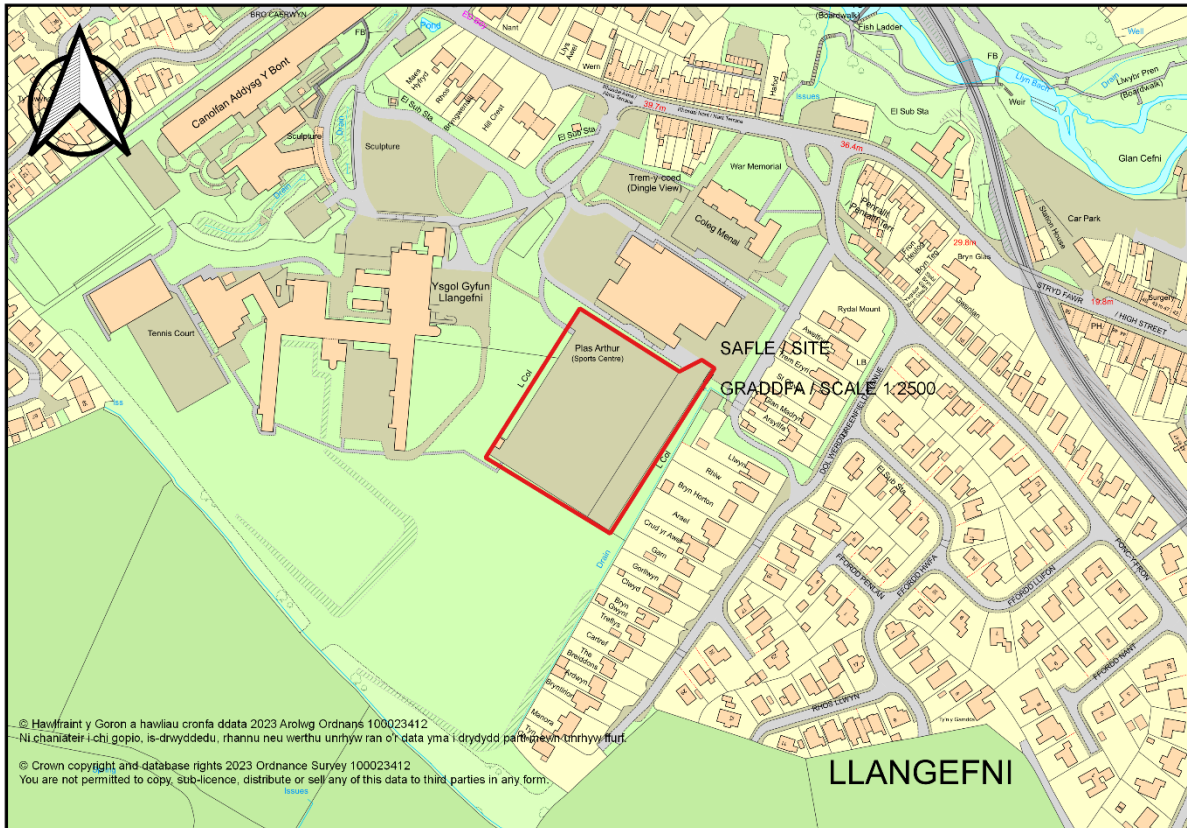
In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

Application Reference: FPL/2023/177

Applicant: Head of Service Regulation and Economic Development

Description: Full application for the replacement of the existing floodlights on the synthetic turf pitch at

Site Address: Plas Arthur Leisure Centre, Llangefni



Report of Head of Regulation and Economic Development Service (Huw Rowlands)

Recommendation: Permit

Reason for Reporting to Committee

The application is on council owned land.

Proposal and Site

The proposal is a full application for the replacement of the existing sports lighting system serving the external synthetic turf pitch of a Leisure Centre with a modern energy efficient LED system including new lighting columns located at Plas Arthur Leisure Centre in Llangefni.

Key Issues

The key issue is whether the proposal complies with planning policy and also consideration to the LED lighting and whether they would harm the area and amenities of adjacent residential properties.

Policies

Joint Local Development Plan

- PCYFF2: Development Criteria
- PCYFF3: Design and Place Shaping
- ISA2: Community Facilities
- Strategic Policy PS 5: Sustainable Development

Planning Policy Wales Edition 10 (December 2018)

Technical Advice Note 12: Design

Technical Advice Note 16: Sport, Recreation and Open Space

Response to Consultation and Publicity

Consultee	Response
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Observations: <ul style="list-style-type: none"> • No ecological survey is required at this current time. • Ensure that the lights are only turned on when in use. • Biodiversity Enhancement required.
Ymgynghorydd Treftadaeth / Heritage Advisor	There are no built heritage comments.
Iechyd yr Amgylchedd / Environmental Health	Observations: <ul style="list-style-type: none"> • The development should cause no nuisance by dust, fumes, noise or odour, or artificial light. • Construction and rock breaking times allocated to specific timeframes. • No waste materials to be burnt on site
Cynghorydd Geraint ap Ifan Bebb	No Response
Cynghorydd Nicola Roberts	No Response
Cyngor Tref Llangefni Town Council	Approve
Draenio / Drainage	We do not have any comments to put on this application.
Cyfoeth Naturiol Cymru / Natural Resources Wales	We do not have any comment to make on the proposed development.

The proposal has been advertised through the posting of a notice on site together with the distribution of personal letters of notification to the occupiers of neighbouring properties. The latest date for the receipt of any representation was the 09/08/2023. At the time of writing this report, no letters of representation had been received at the department.

Relevant Planning History

34LPA121E/CC -Siting of a mobile classroom unit – 1/2/89 – GRANTED

34LPA121F/CC - Formation of a new synthetic hockey pitch, 4 lane running track, long jump pit, together with the erection of a 3m high perimeter fence and floodlighting – 9/4/01 – GRANTED
34LPA121G/CC - Erection of an extension to the South Elevation – 8/7/02 – GRANTED
34LPA121H/CC - Formation of a bus and car park – 22/6/05 – GRANTED
34LPA121J/CC - Alterations and extensions – 7/5/09 – GRANTED
34LPA121K/CC/SCR - Screening Opinion for the erection of a new school – 5/7/11 – EIA NOT REQUIRED
34LPA121M/CC/ECON - Re-location of Ysgol y Bont from Llangefni Industrial Estate onto the Ysgol Gyfun Llangefni Campus. Works to include the construction of a new Special Educational Needs School, together with relevant enabling works including the re-location of playing field, car park, modifications to site entrance and a covered games area – 18/10/11 – GRANTED
34LPA121N/CC - Variation of conditions (06) and (07) of planning permission 34LPA121M\CC\ECON - 3/8/12 – GRANTED
34LPA121P/CC - Installation of a biomass wood pellet boiler unit in connection with the new school to be erected on land 28/7/12 – GRANTED

Main Planning Considerations

Proposal and Location:

The proposal seeks permission to replace the existing old metal floodlighting system and columns with a new energy efficient modern directional LED lamps to recognised sporting performance standards. The predominant floodlit facility usage will be for football activities at the Leisure Centre.

The proposed plans received display 8 replacement floodlights at the site to be the same dimensions as existing columns, 18m high, located within the existing rectangular pitch area of 105m x 82m = 8810m². The new system will not incorporate columns that are greater in number of columns than the current lighting arrangement and will not be of a greater height than the current arrangement.

There have been significant advances made in the design and maintenance of floodlighting systems in general. It is considered the site should be able to accommodate any necessary lighting without undue intrusion or significant adverse impact upon the immediate locality or wider environment. The LED lamps will reduce running costs and provide a more environmental solution, the upgraded floodlight system will improve the control of light spillage as the lamps will be directed down on the playing surface thereby reducing an overspill to the immediate surrounding area.

The proposal site is within the grounds of the Plas Arthur Leisure Centre which is not within the setting of the Area of Outstanding Natural Beauty (AONB) or a Special Landscape Area (SLA). It is considered that the proposed development blends into the Public use site landscape and will not have a detrimental impact upon the landscape or character of the immediate area.

The proposed development would provide a safe, secure and modern facility to promote outdoor sporting all year round.

Policy Consideration:

The main policy consideration is Policy ISA2: Community Facilities, the aim of the policy is to protect existing community facilities and encourage the development of new facilities where appropriate.

Policy ISA2 states that the provision of new or enhanced multiuse community facilities will be encouraged

Paragraph 4.5.6 of Planning Policy Wales states that planning authorities should encourage the multiple use of open spaces and facilities where appropriate, to increase their effective use.

A Healthier Wales is a goal of the Wellbeing of Future Generations Act 2015. This can be achieved through the reduction in emissions and air pollution by minimising the need to travel and maximising

provision of sustainable forms of transport. It can also be achieved through improving access to services, cultural opportunities, green spaces and recreation facilities to support people adopt healthy lifestyles. Together they contribute to creating the right conditions for better health, well-being and greater physical activity.

Technical Advice Note 16: Sport, Recreation and Open Space states that young people's recreational needs are a priority, improving levels of physical activity and access to facilities in and outside schools. The Government recognises the critical importance of play for the development of children's physical, social, mental, emotional, and creative skills.

Paragraph 3.11 of TAN 16 states that all-weather pitches can provide a substantive improvement in terms of playable hours and usability as part of a co-ordinated playing field strategy.

Paragraph 4.7 of TAN 16 states that the provision of floodlighting at sport and outdoor recreational facilities can allow for more efficient use of such facilities through extended opening hours subject to the development not affecting nearby residential properties.

Effect on adjacent residential properties:

A Design and Access Statement and Sports Lighting Statement have been received as part of this application specifying Obtrusive Light calculations of the proposal and hours of use for the new Sports Lighting System. An aerial plan labelled proposed floodlighting (Drawing No: HLS6032) has also been received as part of the application. This plan displays the illuminance levels from the proposed new LED floodlights at its surrounding area with the Illuminance Lux levels labelled with contours. This plan displays the level 5, 10, 15, Lux level contour lines extending outwards to the rear gardens of the adjacent properties towards the East of the proposal pitch site. As these lines do not extend to the property buildings themselves it is considered these intermittent illuminance levels are considered acceptable and not to have a detrimental impact to the local amenities of neighbouring properties. The proposed floodlights have a great degree of similarity to the existing floodlights at the site and at the exact locations of the 8 existing floodlights. It is considered the proposal does not include an additional visual impact to existing floodlight structures and is in keeping to the character of the existing Public Use area.

Biodiversity Enhancement / Sustainability:

In order to comply with the Environment Wales Act (2016), all planning applications must show overall biodiversity enhancement. Condition (05) has been proposed as part of this decision specifying the nest and bird boxes to be implemented at the site. This condition is considered to provide overall biodiversity enhancement, and complies with the requirements of the Environment Wales Act and strategic policy PS 19

Modern lighting systems can greatly reduce glare and stray light. They can be more energy efficient, particularly where they use power from renewable sources, and should be installed wherever possible. It is considered the proposal makes use of existing developed land and does not encroach on landscape surrounding the site.

Conclusion

It is considered that the proposal complies with all policies listed above. The provision of floodlighting at sport and outdoor recreational facilities can allow for more efficient use of such facilities through extended opening hours. The provision of floodlighting at sport and outdoor recreational facilities can allow for more efficient use of such facilities through extended opening hours that will be beneficial to the local community.

Recommendation

That the application is permitted subject to the following conditions:

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

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

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

- **SSL3219 - Proposed Elevation 02**
- **HLS6032 – Proposed Floodlighting**
- **SSL3219 – Location Plan 01**
- **SSL3219 - Design and Access Statement – Plas Arthur Leisure Centre, Isle of Anglesey**
- **SSL3219 - Sports Lighting Statement - Plas Arthur Leisure Centre, Isle of Anglesey**

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

(03) The floodlights hereby approved shall only be illuminated between 08:00 to 21:30 hrs Monday to Friday, between 09:00 to 18:00 hrs Saturday and between 09:00 to 18:00 hrs Sunday and Bank Holiday.

Reason: To safeguard the amenities of adjacent residential properties

(04) Demolition or construction works shall not take place outside the hours of 08:00 to 18:00 Mondays to Fridays and 08:00 to 13:00 on Saturdays and at no time on Sundays or Public Holidays.

Reason: To protect the amenities of nearby residential occupiers.

(05) Prior to first use of the development, a minimum of two standard bird boxes (with a 24mm entrance hole) must be installed on mature trees or buildings, on the north or east facing side; on trees between 2-4m above the ground and on buildings just below any eaves. If the boxes are to be installed on buildings the bird boxes must be either swift nest boxes or swallow/house martin nest boxes, which should again be placed on the north or east facing side, as high as possible on any buildings just below any eaves. If swift boxes are installed, they must be sited to ensure minimum 5m of clear space below them to allow swifts to fly in and out. The boxes must be spaced apart from each other to help reduce disturbance. The boxes must also not be within any artificial light.

Reason: In the interests of wildlife/habitat protection

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: **PCYFF 2, PCYFF 3, ISA 2, PS 5**

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

Application Reference: FPL/2022/296

Applicant: Mr & Mrs Phil & Susie Brown

Description: Full application for the erection of solar panels array consisting of two rows of 20 solar panels at

Site Address: The Lodge, Ffordd Yr Ysgol, Llanddaniel.



Report of Head of Regulation and Economic Development Service (David Parr-Sturgess)

Recommendation: Permit

Reason for Reporting to Committee

Local member has requested the application be called into the planning committee.

Proposal and Site

The application is sited approximately 320m outside the development boundary of Llanddaniel Fab and is within the open countryside as defined by the Joint Local Development Plan. The existing site has a detached dwelling sited in the Southern corner of the site and has a large rear garden extending to the North East.

The application is for the erection of solar panels array consisting of two rows of 20 solar panels within the rear garden of the property.

Key Issues

The applications key issues are if the proposed solar panels array has a negative impact on the existing site, neighbouring dwellings and the surrounding area.

Policies

Joint Local Development Plan

Policy PCYFF 2: Development Criteria
 Policy PCYFF 3: Design and Place Shaping
 Policy PCYFF 4: Design and Landscaping
 Policy PS5: Sustainable Development
 Policy PS6: Alleviating and Adapting to the Effects of Climate Change
 AMG5: Local Biodiversity Conservation

SPG – Design Guide for the Urban and Rural Environment

Planning Policy Wales (11th edition)

Technical Advice Note 12: Design (2016)

Response to Consultation and Publicity

Consultee	Response
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Requested ecological enhancements and confirmation of no vegetation removal. Agent provided amended plans with ecological enhancements and confirmation no existing vegetation to be removed.
Ymgynghorydd Tirwedd / Landscape Advisor	No observations received to date.
Cynghorydd Alwen Pennant Watkin	No observations received to date.
Cynghorydd Dafydd Roberts	Councillor Dafydd Roberts requested the application be called into the planning committee as he believed the proposed development would harm the amenities of the neighbouring dwellings.
Cyngor Cymuned Llanddaniel Fab Community Council	Had no objections to the proposed development.

Publicity

The proposal has been advertised through the distribution of personal letters of notification to the occupiers of neighbouring properties with the expiry date for receiving representations was the 08/06/2023. At the time of writing this report five letters of representation have been received.

The two letters objecting to the proposed development had the following concerns to the original proposed solar panels and their siting:

- The proposed works would be excessive and inappropriate for a residential property.

- If approved, it would set an unwelcome precedent for similar applications.
- Permitted development rights allow 9 metres squared. The size of the works when compared to permitted development rights is effectively a small solar farm and would be better placed on either an agricultural or brown- field site, and not at the bottom of a garden in a residential area.
- The proposed solar panels will be located close to boundary of the property with neighbouring properties gardens the other side. Permitted development rights that no proposed solar panels are within 5m of the boundary of the property. The panels have been sited as far away as possible to the applicants dwelling but would impact neighbouring properties. The solar panels would have a negative visual impact and loss of light for neighbouring gardens. Part of the land where the solar panels will be sited is not owned by the applicant. The electromagnetic radiation caused by the solar panels would have a negative impact on neighbouring garden and people using it.
- The proposed solar panels will be sited close to the access road of four properties. The 2.24m high solar panels will be highly visible for many years both from the access road and the public highway. The proposed solar panels would detract from the existing stone faced converted farm buildings from the countryside setting.

One letter objecting to the proposed development had the following concerns to the amended proposed solar panels and their siting:

- The proposed solar panels are now sited 1.5m from the access road and 2.4m from the boundary with their height being 2.24m, this would still have a negative impact on visual appearance and loss of light. The letter recommends the panels be moved 5m from the boundary so as to comply with the 5m distance set within permitted development rights.
- Other recommendation is to two rows of ground solar panels so that their height would be 1.12m in height.

One letter of support to the proposed development had the following comments to the original proposed solar panels and their siting:

- The proposed panels are environmentally sustainable, self-sufficiency in electricity generation should be actively encouraged. The location and siting of the panels will have a negligible visual impact on the neighbouring properties, particularly as the tree and bush planting carried out by the applicants develops and matures.

One letter of support to the proposed development had the following comments to the amended proposed solar panels and their siting:

- The revised siting of the panels and additional planting, together with the already planted extension to the existing adjoining copse (land that forms part of the site boundary and has been planted with trees, shrubs and wildflower meadow) and existing dense boundary planting of trees and shrubs, will further ensure that the site will be well screened avoiding any impact on the immediate locale and surrounding neighbourhood.

The concerns and supporting comments within the letters of representation will be addressed in the Mian Planning Considerations section of this report.

Relevant Planning History

FPL/2020/261 - Cais llawn ar gyfer newid defnydd tir i fod yn faes gweryslla pebyll tymhorol ar gyfer gosod 8 cwt bugail a'r dir yn /Full application for change of use of into a seasonal camping site for the siting of 8 shepherds hut on land at - The Lodge, Llanddaniel - [object Object] - Gwrthod / Refused 08/03/2021

21C120B - Newid defnydd y stablau ag ystafell 'tack' i fod yn uned gwyliau ar dir yn / Change of use of stables and tack room into a holiday let on land at Carreg Boeth,Llanddaniel. Gwrthod / Refused 08/01/2010

21C120C - Cais ôl-weithredol ar gyfer swyddfa bren a adeilad iechyd a ffitrwydd yn/Retrospective application for timber office building and health and fitness building at The Lodge, Carreg Boeth, Llanddaniel. Caniatau / Approved 15/02/2013

21C88 - Addasu ac ehangu / Alterations and extensions to The Lodge, Carreg Boeth, Llanddaniel. Caniatau / Approved 18/12/1997

Main Planning Considerations

The application for the erection of solar panels array consisting of two rows of 20 solar panels has been called into the committee on the request of Councillor Dafydd Roberts who has sited that the proposed development would harm the amenities of the neighbouring dwellings.

The main planning considerations are if the proposed erection of the solar panels complies with current policies, would have a negative impact on the site, the neighbouring dwellings and their amenities together with the impact on the surrounding area.

(i) Siting, scale, design and appearance of solar panels together with impact on neighbouring properties

The Joint Local Development Plan (JLDP), Policy PCYFF 2 ensures that any proposed development does not have an adverse impact on the health, safety or amenity of occupiers of local residences, other land and property uses.

JLDP Policy PCYFF 3 ensures all proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places. The proposals should compliment or enhance the existing site and surrounding area.

JLDP Policy PCYFF 4 ensures all proposals should integrate into their surroundings. Proposals that fail to show (in a manner appropriate to the nature, scale and location of the proposed development) how landscaping has been considered from the outset as part of the design proposal will be refused.

JLDP Policy PS6 ensures that proposals should reduce energy demand, energy efficiency and using low or zero carbon energy technologies wherever practical and viable.

The proposed solar panels will be sited within the Northern corner of the residential garden of the property and will be 2.4m from the 1.5m high boundary stone wall. The scale of the solar panels will measure 20m in length, 2.6m in width, 2.2m in height with the surface area of the solar panels measuring 68.4 metres squared. The solar panels will be two rows of twenty panels with one row on top of the other supported by steel support structure beneath.

There are existing trees and vegetation along the North West boundary of the site which screen the proposed solar panels from the public road to the South and the majority of the private access road that runs along the North Western boundary to residential properties to the North of the site. The solar panels will be visible from small sections of the private access track as there are smaller trees and hedges that do not screen the site completely. The proposed application has proposed additional trees/hedgerow to the North West of the solar panels which will provide additional screening from people using the private access track and as an ecological enhancement for the site.

Permitted development rights for the installation, alteration or replacement of stand alone solar within the curtilage of a dwellinghouse states that development is not permitted by Class B, Part 40 of The Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2012 if:

(a) in the case of the installation of stand alone solar, it would result in the presence within the curtilage of more than one stand alone solar;

(b) any part of the stand alone solar—

(i) would exceed four metres in height;

(ii) would be installed within five metres of the boundary of the curtilage of the dwellinghouse and would—

(aa) exceed two metres in height; or

(bb) be installed within five metres of a highway;

Or

(c) the surface area of the solar panels forming part of the stand alone solar would exceed nine square metres or any dimension of its array (including any housing) would exceed three metres.

The proposed solar panels are within 5m of the boundary as they are 2.4m from the nearest boundary wall, are more than 2m in height as they will be 0.2m higher in height and will be more than 9 metres squared in surface area as they will be a total 68.4 metres squared.

The nearest dwellings to the proposed solar panels are Carreg Boeth which is approximately 40m away with trees, private garden and boundary wall between the site and the dwelling. The property of Sgubor Hen is approximately 45m away from the solar panels with trees, private garden and boundary wall between the site and the dwelling.

The nearest boundary wall to the solar panels is 1.5m in height and is shared with the property Sgubor Hen, which uses the land adjacent to the wall as a woodland/garden area. From visiting the site the woodland/garden area has a number of trees and some small existing structures used as chicken pens and other residential uses within the area.

The letters of representation objecting to the proposed development raise concerns regarding the loss of light, the solar panels could be sited in a more appropriate location, would have a negative visual impact on the site and on neighbouring properties. The original proposal located the solar panels 0.9m from the boundary of the property and the amended proposal moved the panels to 2.4m away from the boundary wall. While amending the position of the panels on site does not make them permitted under permitted development rights the siting on site is considered acceptable as it would not have a negative visual impact on the neighbouring woodland/garden and would not reduce direct sunlight to cause harm when using the woodland/garden area. When considering the applicants permitted development rights they have under permitted rights to erect a 2m high wall or fence along the boundary of the property which would reduce the direct sunlight and block all overlooking into their property from adjacent residential gardens.

The scale of the proposed solar panels is considered large when traditionally solar panels are placed on residential dwellings but with the existing garden being large enough to accommodate the panels, screening from trees and hedges already exist on site, no negative impacts to neighbouring properties or their amenities and with the JLDP Policy PS6 supporting renewable energy and sustainable sources such as Solar Panels the proposed works are considered acceptable.

Conclusion

The proposed solar panels siting, scale, design and appearance is considered acceptable as it would not have a negative impact on existing site, neighbouring properties or surrounding area and complies with planning policies PCYFF 2, PCYFF 3, PCYFF 4 and PS6 of the JLDP

Recommendation

That the application is permitted subject to the following conditions:

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

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

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

- **Site Location – AL0001 – Revision C – Dated May 2023**
- **Proposed Site Plan – AL0003 – Revision B – Dated May 2023**
- **Proposed Solar Panels – AL0004 – Revision A – Dated January 2022**
- **Solar Panel Cross Section – Dwg no.1 – Revision 01 – Dated 140402022**

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

(03) All planting in the approved details of landscaping contained in drawing Proposed Site Plan – AL0003 – Revision B – Dated May 2023 shall be carried out in the first planting seasons following the use of the site or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The planting shall be retained for the life of the development hereby approved.

Reason: In order that the proposal integrates into the area as required in JLDP Policies AMG 1, PCYFF 3 and PCYFF 4.

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: PS5, PS6, PCYFF2, PCYFF 3, PCYFF 4, AMG 5

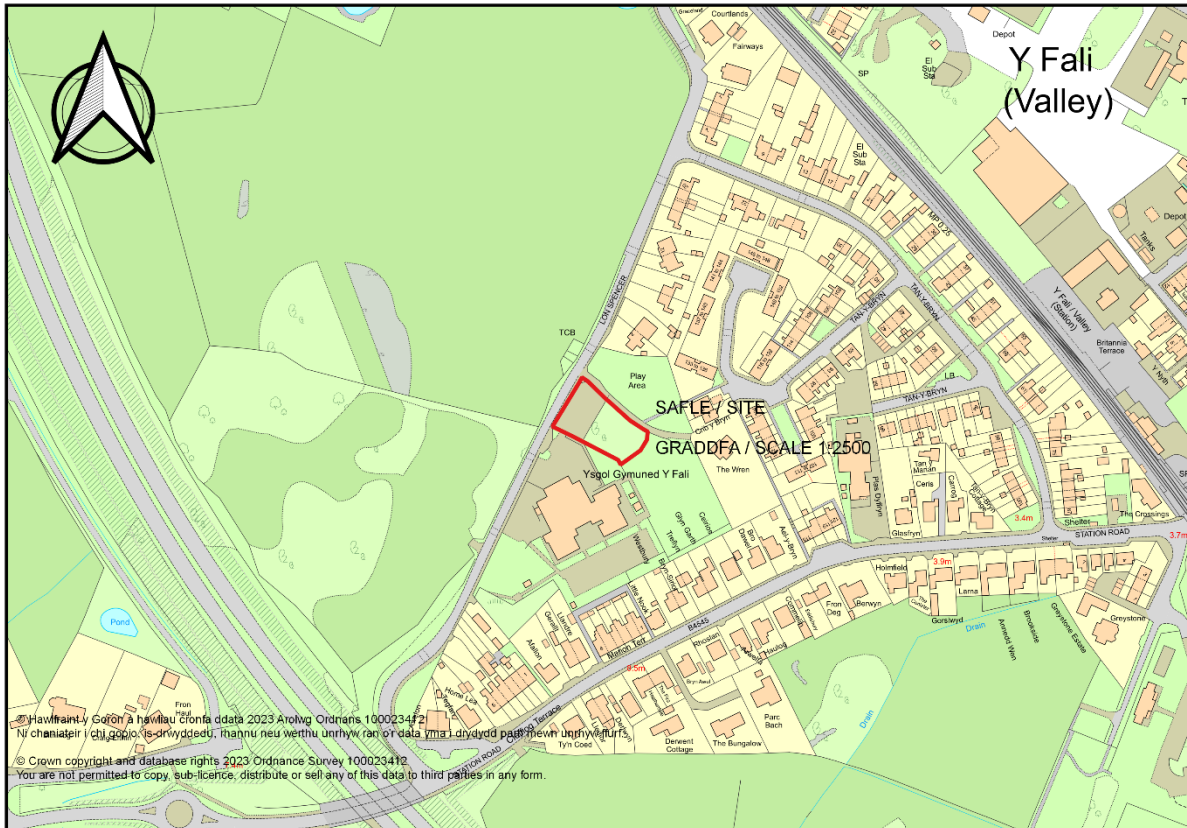
In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

Application Reference: FPL/2023/143

Applicant: Head of Service Highways, Waste & Property

Description: Full application for a new child care modular building at

Site Address: Ysgol Gymuned Y Fali, Lon Spencer, Valley.



Report of Head of Regulation and Economic Development Service (Owain Rowlands)

Recommendation: Permit

Reason for Reporting to Committee

The planning application is being presented to the Planning and Orders Committee as the application involves a site which is owned by the Isle of Anglesey County Council.

Proposal and Site

The application presented is for the erection of a new childcare modular building.

The application site is an area of scrub habitat and rock outcrop, located within the curtilage of Ysgol Gymuned Y Fali. The school is located along Lon Spencer, within the development boundary of Valley as defined by the Joint Local Development Plan.

Key Issues

The key issues are whether the proposed scheme is acceptable, whether it complies with current policies, and whether the proposed development would impact any neighbouring properties.

Policies

Joint Local Development Plan

Policy AMG 1: Area of Outstanding Natural Beauty Management Plans
Policy AMG 5: Local Biodiversity Conservation
Policy ISA 2: Community Facilities
Policy PCYFF 2: Development Criteria
Policy PCYFF 3: Design and Place Shaping
Policy PCYFF 4: Design and Landscaping
Strategic Policy PS 19: Conserving and Where Appropriate Enhancing the Natural Environment
Policy TRA 2: Parking Standards
Policy TRA 4: Managing Transport Impacts

Supplementary Planning Guidance - Design Guide for the Urban and Rural Environment (2008)

Planning Policy Wales (Edition 11, February 2021)

Technical Advice Notes (TAN):

TAN 5: Nature Conservation and Planning

TAN 12: Design

Response to Consultation and Publicity

Consultee	Response
Cynghorydd Gwilym O Jones	No response received.
Cynghorydd Ken Taylor	Welcomes and supports the development.
Cyngor Cymuned Y Fali / Valley Community Council	Support the development and welcome the project as an asset to the community.
Dwr Cymru Welsh Water	Condition regarding surface water and advisory notes for the applicant.
Priffyrdd a Trafnidiaeth / Highways and Transportation	No objections to the parking arrangements. Construction Traffic Management Plan (CTMP) would be required. No objections to the CTMP provided. Provided highway informatives for the applicant.
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	The application site is within the AONB, and any external lighting should comply with the specification noted. A Construction Environmental Management Plan (CEMP) would be required due to the extent of groundworks and rock excavation. No objections to the CEMP provided. Questioned an alternative siting due to the current scrub habitat, stating an ecological assessment would be required in its current location. Following an

	ecological survey, no protected species were found on site. The application must provide new scrub habitat to replace that being lost and the works should be carried out in accordance with the report. Provided advice for the applicant regarding vegetation removal and native planting.
Iechyd yr Amgylchedd / Environmental Health	Informatives regarding the environment, food, and health & safety. Condition regarding the working hours on site.
Draenio / Drainage	Informatives regarding flooding and SuDS.
Sport Wales	No response received.
GCAG / GAPS	No comments to make regarding the application.
Arolygaeth Gofal Cymru / Care Inspectorate Wales	No response received.
Cyfoeth Naturiol Cymru / Natural Resources Wales	No objections to the development and provided advice regarding protected species.
Betsi Cadwaladr University Health Board	Informatives for the applicant regarding active travel, green spaces, active learning and play spaces.

The proposal has been advertised through the distribution of personal letters of notification to the occupiers of neighbouring properties. The latest date for the receipt of representation was the 12/07/2023. At the time of writing this report, no letters of representation had been received at the department.

Relevant Planning History

SCR/2023/34 - Screening opinion for a new childcare modular building at Ysgol Gymuned Y Fali, Lon Spencer, Valley. EIA Not Required 05/07/2023.

Main Planning Considerations

Proposal and Site

The application site is an area of scrub habitat and rock outcrop, located within the curtilage of Ysgol Gymuned Y Fali. The school is located along Lon Spencer, within the development boundary of Valley as defined by the Joint Local Development Plan. The application site is also located within the Isle of Anglesey Area of Outstanding Natural Beauty (AONB).

The application presented is for the erection of a new childcare modular building.

The applications' main issues are:

- i. Policy Context
- ii. Siting and Design
- iii. Impact on Adjacent Residential Properties
- iv. AONB and Ecology
- v. Highways and Parking

i. Policy Context

Policy ISA 2 states that the plan will help sustain and enhance community facilities by granting the development of new community facilities provided that they comply with the criteria noted. The

proposal complies with the first criteria of the policy as the application site is located within the development boundary of Valley. Criteria 2 states that in the case of new buildings, that the local community's needs cannot be satisfied through the dual use of existing facilities or the conversion of existing buildings. The proposed childcare unit is considered an important new building within the school complex, that will provide an essential service without impeding on the existing school buildings.

The third criteria is not relevant to this application as it relates to facilities being relocated. Criteria 4 states that proposals must be of an appropriate scale and type compared to the size, character, and function of the settlement. Valley is classed as a Local Service Centre in the JLDP, and it is considered that the proposed building is suitable for the village, enhancing the childcare services provided at the school. The final criteria of policy ISA 2 states that proposed sites must be easily accessible by foot, cycle and public transport. The childcare unit will be at the existing school site, which is within the development boundary, is a paved area and is easily accessible from the village on foot or by alternative means of transport. It is considered that the proposal complies with the criteria set out in the policy and will be an asset to the community of Valley.

ii. Siting and Design

The proposed childcare unit will be sited on an area of scrub habitat, around 20m to the north of the school, in close proximity to the existing car park. The building will be a single storey unit with a flat roof sloping from 3.1m to 2.7m in height. It will measure 21.4m in length and 12m wide, integrating between the car park and the school playing field. The building will have windows and doors on all sides, with the most prominent elevation facing towards the school.

The building will be finished with a combination of steel and timber cladding, grey UPVC windows and doors, together with a rubber flat roof. It is considered a high-quality design in accordance with policy PCYFF 3, which will integrate into its surrounding natural and built environment. There will be an outdoor area to the north of the building, consisting of a rubber soft play area and 2m high security fencing surrounding it. The building and outdoor area will be seen in the context of the existing school buildings and the materials are considered acceptable in this location, with a range of different designs and styles in the vicinity.

iii. Impact on Adjacent Residential Properties

Being located within the school grounds and viewed in the context of the existing school buildings, it is considered that the proposed scheme would have negligible impacts upon its neighbours in compliance with policy PCYFF 2. The closest neighbouring property to the childcare unit is around 35m to the northeast, with a few other dwellings located around 40m away to the north and east. This is considered ample distance so as to cause no direct overlooking issues. It is considered that any noise generated from the proposal would be no greater than the existing school playing field and the public playground, both which are closer to neighbouring properties. Given the small-scale nature of the development, the distance to the neighbours and the mitigating factors, it is considered that there will be no greater impact on the adjacent residential properties.

iv. AONB and Ecology

The application site is located within the Isle of Anglesey Area of Outstanding Natural Beauty (AONB). Given the small-scale nature of the development, its siting in the vicinity of existing buildings, and its appropriate material choice, it is considered to integrate into its surrounding landscape, having no impact on the special qualities and features of the AONB.

The proposed building will be located on an existing area of scrub habitat within the school grounds, with the development requiring vegetation removal and rock excavation. The Ecological Advisor questioned the possibility of re-locating the building to an area of green land within the curtilage, however this was not possible as it would result in a loss of playing fields, to the detriment of the school and its pupils.

A preliminary ecological appraisal was carried out on site, which found no protected species and recommended the creation of new scrub habitat to replace that being lost. The proposed landscaping plan includes four areas of new scrub habitat within the school grounds, together with a new hedgerow, a hibernacula and the planting of ten new trees. This is considered sufficient to replace the scrub habitat being lost, and it will provide overall biodiversity enhancement as part of the application, in accordance with policy AMG 5 and the Environment Wales Act 2016.

v. Highways and Parking

The childcare unit will use the existing public car park to the north of the school, which has around 20 car parking spaces. The Highways department have no objections to the development as the parking facilities are deemed adequate and as the application will not affect highway safety. The application site is in a sustainable location, easily accessible on foot and by alternative means of transport, complying with the highway policies of the JLDP.

Conclusion

The proposed scheme involves the erection of a building to be used as a childcare unit at Ysgol Gymuned Y Fali. It is considered that the proposed development will comply with the relevant policies. It will provide an essential facility for the community of Valley, the building will be of an appropriate scale and design, it will have no greater impact upon its neighbours than the existing school, and it will have negligible effects on the AONB and biodiversity following the enhancements proposed.

Recommendation

That the application is permitted subject to the following conditions:

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

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

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

- AL03 (Rev a) – Location plan
- AL04 – Proposed floor plan
- AL05 – Proposed elevations
- AL06 (Rev a) – Proposed site plan
- AL07 (Rev a) – Proposed soft landscaping plan
- AL08 – Proposed traffic management plan
- 26603 R1 Rev1 – Atmos Consulting Preliminary Ecological Appraisal – July 2023
- Ysgol Y Fali Construction Environmental Management Plan

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

(03) Demolition or construction works shall not take place outside the hours of 08:00 to 18:00 Mondays to Fridays and 08:00 to 13:00 on Saturdays and at no time on Sundays or Public Holidays.

Reason: To protect the amenities of nearby residential occupiers.

(04) No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

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

(05) The development shall take place in accordance with Section 6 'Recommendations' of the Atmos Consulting Preliminary Ecological Appraisal dated July 2023 submitted under application reference FPL/2023/143.

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

(06) All planting and landscaping noted in the proposed soft landscaping plan, reference AL07 (Rev a), shall be carried out in the first planting season following the use of the site or the completion of the development, whichever is the sooner; and any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The planting shall be retained for the life of the development hereby approved.

Reason: To ensure biodiversity improvement on the site as required under the Environment (Wales) Act 2016 and policies AMG 5 and PCYFF 4 JLDP.

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: AMG 1, AMG 5, ISA 2, PCYFF 2, PCYFF 3, PCYFF 4, PS 19, TRA 2, TRA 4.

Informative

All vegetation clearance should be carried out from October to February (inclusive) so as to avoid the breeding bird season; nesting birds during the breeding season are protected under the Wildlife and Countryside Act 1981 (as amended).

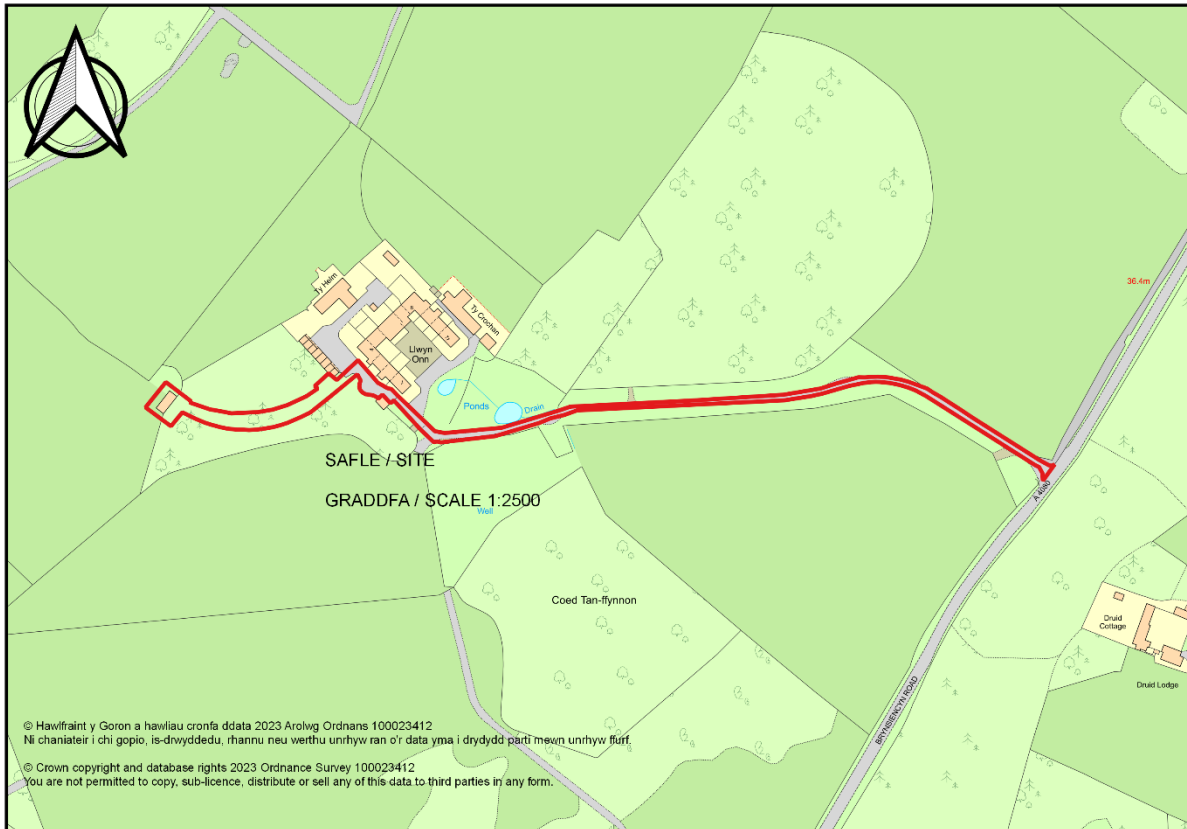
In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

Application Reference: FPL/2023/155

Applicant: Grŵp Amos Cymru Cyf

Description: Full application for the conversion of the outbuilding into holiday unit together with associated works at

Site Address: Llwyn Onn, Llanfairpwll



Report of Head of Regulation and Economic Development Service (Sion Hughes)

Recommendation: Permit

Reason for Reporting to Committee

The application was called in to be determined by the planning committee at the request of Local Member Dafydd Roberts.

Proposal and Site

The site is located in the open countryside of the Llanfairpwll area in a position set back from the A4080 highway and adjacent the Llwyn Onn site. Access is provided via an existing vehicular access which serves the Llwyn Onn site. The building subject to this application is a single storey outbuilding which sits on the edge of a woodland, which is afforded designation as Ancient Woodland. The rear of the site is

defined by open agricultural land. Views of the site are for the most part obscured from public view, with the exception of the local footpath network which closely pass the site. The building itself is of single storey stone wall construction, with the mono pitch roof finished in natural slate. It is noted from the site history that works have already occurred on the building and were subject to an enforcement investigation. The investigation concluded that the works could be considered as repair and maintenance and as such no planning permission was required. From the site visit it is also noted that some tree felling has also occurred, although it must be noted that this is a separate issue as no planning permission is required for such activities as the trees are not TPO protected or in a conservation area. It is understood this matter is being dealt with by NRW.

The application is made for the conversion of the outbuilding into a holiday letting unit together with the creation of a parking area. No additional extensions or external works to the building are proposed as part of the scheme. The parking area will be located on the opposite side of the woodland, with some 100m of woodchip path linking the parking area and accommodation.

Key Issues

The key issues of the scheme are as following;

- Principle of the development
- Ecology
- Sustainability
- Welsh language
- Visual impact
- Design

Policies

Joint Local Development Plan

Policy PCYFF 1: Development Boundaries
 Policy PCYFF 2: Development Criteria
 Policy PCYFF 3: Design and Place Shaping
 Policy PCYFF 4: Design and Landscaping
 Policy AMG 2: Special Landscape Areas
 Policy AMG 5: Local Biodiversity Conservation
 Policy TWR 2: Holiday Accommodation

Supplementary Planning Guidance Holiday Accommodation (2007)
 Supplementary Planning Guidance - Design Guide for the Urban and Rural Environment (2008)
 Supplementary Planning Guidance - Replacement Dwellings and Conversions in the Countryside (September 2019)

Strategic Policy PS 1: Welsh Language and Culture

Supplementary Planning Guidance - Planning and the Welsh Language (2007)

Strategic Policy PS 4: Sustainable Transport, Development and Accessibility
 Strategic Policy PS 5: Sustainable Development

Response to Consultation and Publicity

Consultee	Response
Cynghorydd Dafydd Roberts	Called in to committee.

Iechyd yr Amgylchedd / Environmental Health	Standard informatives regarding construction.
Cadw Scheduled Monuments	No response
Cyfoeth Naturiol Cymru / Natural Resources Wales	No objection.
Prifffyrdd a Trafnidiaeth / Highways and Transportation	Satisfied with parking provision and no concerns raised regarding access or impact on local highway network.
Dwr Cymru Welsh Water	Stated development is crossed by water main, however having reviewed the maps it appears the development is well outside of the water main protection area.
Swyddog Cefn Gwlad a AHNE / Countryside and AONB Officer	No response
Polisi Cynllunio / Planning Policy	Confirmed TWR 2 as applicable policy.
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Additional planting and swallow boxes requested along with a CEMP condition. No concerns raised regarding adequacy of surveys having received an updated survey.
Ymgynghorydd Treftadaeth / Heritage Advisor	Stated proposal will not effect setting of Listed Building.
Draenio / Drainage	SuDS application may be required. Preapplication invited.
Tom Fildes	No recommendation for archaeological work.
Cynghorydd Dafydd Roberts	No response
Cynghorydd Alwen Pennant Watkin	No response
Swyddog Hawliau Tramwy Cyhoeddus/ Public Rights of Way Officer	Access should be protected during construction works
Cyngor Cymuned Llanddaniel Fab Community Council	Object on the grounds that there are too many holiday accommodation in the local area.

Publicity was afforded to the scheme by the posting of personal letters to occupiers of neighbouring properties. At the time of writing this report, 15 letters of objection had been received at the department. The issues raised in which is summarised as the following points;

1. Works have already commenced on site and therefore the application form has been answered incorrectly.
2. Trees in the ancient woodland have already been cut down without consent.
3. Scheme will have a negative impact upon the local wildlife.,
4. Headlights from cars will shine into adjacent properties and impact amenities.
5. Scheme will have negative impact on setting of Listed Buildings.
6. Scheme has no right to connect into existing sewerage treatment plant.
7. Design is out of character with existing building.
8. Increase in traffic will effect road safety.
9. Scheme will be an overconcentration of such holiday accommodation.
10. Developer has no right of access to site.
11. Ecology reports are inaccurate.
12. Scheme will negatively effect amenities of existing properties.

In response to these points, the department would comment as following;

1. The works were subject to an enforcement investigation where it was found the works were considered as repair and maintenance. Subsequently, the department do not consider it imperative that 'yes' was answered on the application form and do not consider this would have and material affect on considering the scheme.
2. This matter is outside of the planning department jurisdiction and it is understood to be being dealt with by NRW.
3. The scheme was assessed from an ecological point of view by both the Local Authority Ecology Officer and NRW. Neither raised objection and were satisfied with the scheme subject to conditions.
4. The car parking is located to the rear of a garage building. It is not considered that the glare from headlights would be drastically worse than any existing arrangements. The department would like to point out that the proposal is for a single unit only.
5. The Local Authority Heritage officer had no objects and stated the scheme would have no adverse effects on the Listed Buildings.
6. This is considered to be a civil matter.
7. Limited external works are proposed and as such it is not considered the current design/character will be altered.
8. The Local Authority Highways department had no concerns.
9. A business case was provided with the application which demonstrates the scheme is viable and not speculative in nature.
10. This is a civil matter.
11. It was initially raised by the Local Authority Ecology officer that the survey was out of date, however an updated survey has since been provided which was satisfactory to the Ecology officer and NRW. It is therefore considered that the LPA have no valid grounds to object on this basis.
12. The nearest neighbouring property is 100m away from the site. Due to the distance, it cannot be reasonably said that it would have a detrimental impact upon their amenities.

Relevant Planning History

FPL/2020/246 - Cais llawn ar gyfer newid defnydd adeilad allanol i uned gwyliau yn / Full application for the conversion of the outbuilding into holiday unit at Fferm Pont Ronwy Farm, Lon Pont Ronwy Road, Llanfairpwll - Withdrawn 12/07/2021

Main Planning Considerations

Principle of Development

The principle of such development is assessed against policy TWR 2 of the Joint Local Development plan, with the Replacement Dwellings and Conversions in the Countryside (September 2019) providing additional guidance. TWR 2 supports the creation of new holiday accommodation units subject to adherence with the following criteria;

- i. In the case of new build accommodation, that the development is located within a development boundary, or makes use of a suitable previously developed site;
- ii. That the proposed development is appropriate in scale considering the site, location and/or settlement in question;
- iii. That the proposal will not result in a loss of permanent housing stock;
- iv. That the development is not sited within a primarily residential area or does not significantly harm the residential character of an area;
- v. That the development does not lead to an over-concentration of such accommodation within the area.

In terms of 'a suitable previously developed site', the proposal intends to utilise an existing outbuilding. In order to demonstrate the suitability of the building, a structural survey was provided. The survey concludes that the building is structurally sound and is suitable for the proposed scheme without the need for any major rebuilding or structural works. Recommendations for further work were limited to minor works such

as lintel replacement and strapping the roof structure to meet modern standards. The department are therefore satisfied that the scheme will utilise a suitable site.

In relation to criteria ii. and in the context of defining scale, the SPG provides guidance on this matter. Paragraph 8.1 of the SPG states 'The building in its current form (in terms of size) should be suitable, no extensive extensions should be required to enable the development'. No extensions are proposed as part of the scheme and as such the department are satisfied the scale is appropriate and conforms with the relevant sections of the policy and SPG.

In terms of criteria v., a business case was provided which demonstrates the scheme is viable and non speculative in nature and as such the department are satisfied that the scheme would not amount to an overconcentration of such accommodation.

Design and Landscape

The design of the scheme is considered a key component of the overall acceptability of the scheme due to the fact that the scheme is for the conversion of an outbuilding and also due to the location of the scheme in a designated Special Landscape area. The Replacement Dwellings and Conversions in the Countryside (September 2019) SPG provides guidance in defining appropriate design for conversion scheme. The key points made in the SPG are that roof design is retained and that traditional materials are used, with an emphasis also placed on limiting modern/alien design features. The key theme of the design related comments in the SPG may be summarised as ensuring schemes respect the nature and features that contribute towards a buildings architectural value. As the proposed scheme does not propose any extensions or drastic external changes, the department are satisfied the design principles of the SPG are adhered to and as such may be considered acceptable.

As mentioned above, the site lies within a designated Special Landscape area and subsequently, policy AMG 2 of the JLDP is triggered. AMG 2 requires that no significant adverse detrimental impact on the landscape arises from development schemes. The policy goes on to state that proposals should aim to maintain, enhance or restore the recognised character and qualities of the SLA. The proposal site is well screened due to the ancient woodland and is not visible in the wider landscape and as such it is deemed that it would not harm the existing qualities of the SLA. Views of the site will be possible in its immediate proximity from the local footpath network, however owing to the fact that such little external work is proposed, it cannot reasonably be said that it would significantly change any current visual impacts. The department would therefore deem the scheme to at minimum maintain the visual quality of the area.

Welsh Language

Policy PS 1 of the JLDP sets out the threshold for when a Welsh Language Impact Assessment is required. The policy unit confirmed that this proposal did not exceed those thresholds and therefore no WLIA is required. However, in line with the 'Maintaining Distinctive and Sustainable Communities' Supplementary Planning Guidance, information should be submitted which demonstrates how the Welsh Language was considered as part of the proposal. A Welsh Language statement was provided by the developer which provided information in accordance with the requirements of the SPG. It is therefore considered that the Welsh Language requirements in a planning policy context have been met.

Sustainability

The concept of sustainability in planning is mainly centred around the principle of ensuring that new development is located in places where it would not be overly reliant on private transport and would be accessible by a range of modes of transport. As mentioned above, the site is close to local footpaths, with some of which leading to local bus stops and Llanfairpwll slightly further afield. Llanfairpwll is well provisioned by local amenities and also benefits from the provision of a railway station. It must also be noted that Plas Newydd is located a short distance down the road from the site. On balance, it is therefore concluded that the site is located in a sustainable location.

Ecology

Ecological matters received significant interest from the public, with specific attention drawn to the alleged unsuitability of the survey conducted. These surveys were assessed by both the Local Authority Ecology

Officer and NRW. The Ecology officer was satisfied that no additional survey work was required and that the scheme was acceptable from an ecological point of view providing that certain matters were conditioned (lighting, CEMP and landscaping). Due to this, the LPA consider ecological matters to having been given appropriate consideration. In line with policy AMG 5 and the Councils duty under The Environmental Act Wales (2016), all proposals are required to demonstrate a net gain to biodiversity. The scheme proposes net gain by the installation of swift boxes together with additional landscaping as noted on the accompanying landscape plan and woodland management plan. These measures were considered acceptable by the Ecology Officer and as such the department are satisfied that the scheme is acceptable from an ecological perspective. In the absence of a specialist consultee opinion expressing objection, it is not considered there is any scope to refuse on ecological grounds.

Conclusion

Having assessed the scheme against all relevant policies and considered all material considerations, the LPA found no valid and sufficiently material reasons for refusal and as such are obliged to recommend approval.

Recommendation

That the application is permitted subject to the following conditions:

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

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

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

- **Location Plan - Plot 14 / 2016-24-412 Rev D**
- **Landscape Strategy Plan - Plot 14 / N/A (Received 17/08/2023)**
- **Drainage Layout / P14-LE-GEN-XX-DR-CE-500**
- **Proposed Construction Details / P14-LE-GEN-XX-DR-CE-501**
- **Tree Constraints Plan / D.RNT.15.01**
- **Proposed Plans & Elevations / 2016-24-402C**
- **Proposed Site Plan - Plot 14 / 2016-24-411 Rev F**
- **Woodland Survey and Management Plan June 2020 Mancoed**

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

(03) The site shall be landscaped strictly in accordance with the Proposed Landscape Strategy Plan (Received 17/08/2023) in the first planting season after completion or first use of the development, whichever is the sooner. The landscaping scheme shall be retained for the lifetime of the development hereby approved. Any trees or shrubs that are found to be dead, dying, severely damaged or diseased within five years of the carrying out of the landscaping scheme, shall be replaced in the subsequent planting season by trees and shrubs of the same species and size as those originally required to be planted.

Reason: In the interest of the visual amenity of the locality.

(04) The development shall be occupied as holiday accommodation only and shall not be occupied as a person's sole or main place of residence. An up to date register shall be kept at the holiday accommodation hereby permitted and be made available for inspection by the local

planning authority upon request. The register shall contain details of the names of all of the occupiers of the accommodation, their main home addresses and their date of arrival and departure from the accommodation.

Reason: To define the scope of this permission.

(05) Prior to their installation full details of all external lighting shall be submitted to an approved in writing by the Local Planning Authority. The "lighting scheme" shall include the following details:

Full details of all flood and other lights including luminaries, lamp, beam widths and any anti glare hoods.

Report on any light spillage (lux levels) onto any surrounding land or properties.

The use of the external lights shall not commence until "the lighting scheme" has been installed in accord with the details to be approved in writing by the Local Planning Authority under the provisions of this condition. Thereafter the approved "the lighting scheme" shall be retained to the satisfaction of the Local Planning Authority and no additional external lighting shall be installed.

Reason: To safeguard the amenities of the area.

(06) No development shall commence until a Construction Environmental Management Plan "CEMP" has been submitted to and approved in writing by the Local Planning Authority. All work must proceed in accordance with the approved details:-

- **Full details of the location of any cement mixing during the construction phase and measures taken to ensure cement/dust will not enter the nearby ancient woodland.**
- **Full details of where materials and waste materials will be stored on site**

Reason: To safeguard against any impact the construction of the development may have on local ecology.

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: PCYFF 1, PCYFF 2, PCYFF 3, PCYFF 4, AMG 2, AMG 5, TWR 2, PS 1, PS 4, PS 5.

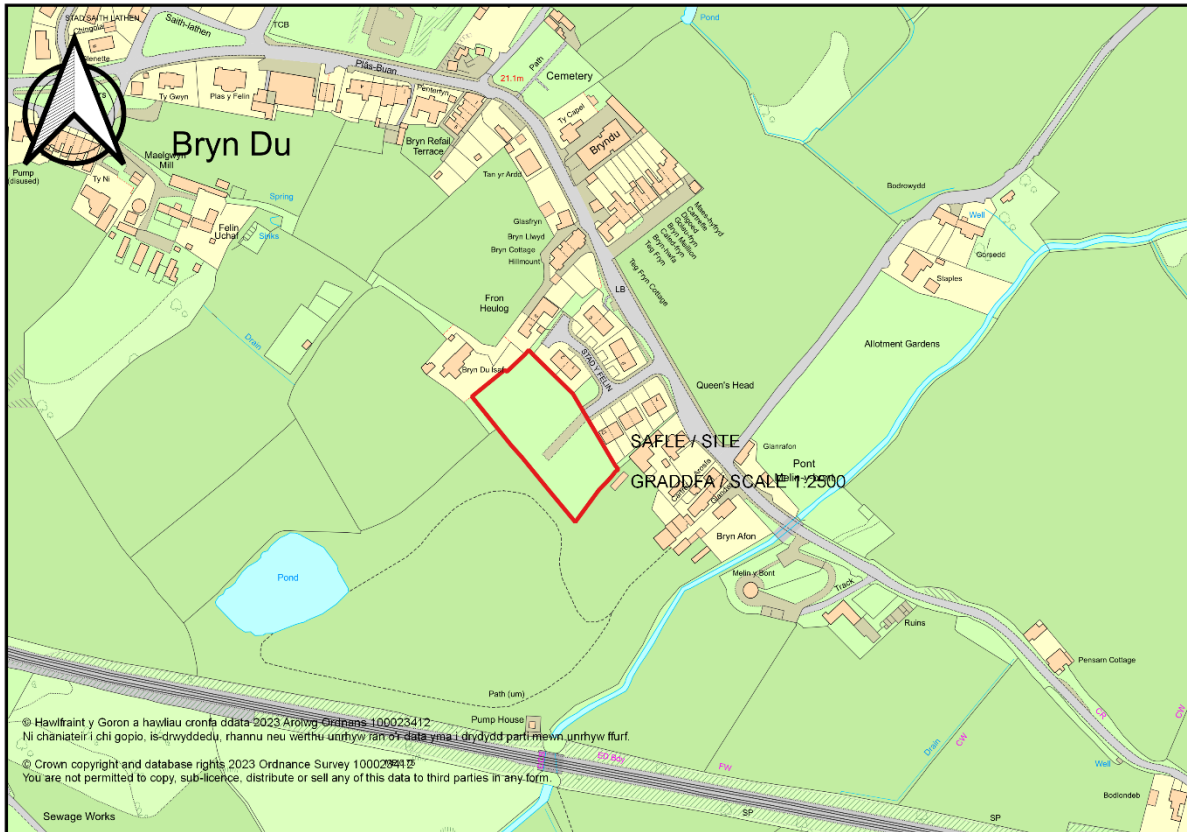
In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

Application Reference: VAR/2023/36

Applicant: Mr Alan Southall

Description: Application under Section 73 for the variation of condition (05) (Road layout and street lighting) of planning permission reference FPL/2020/149 (erection of 8 affordable dwellings together with the creation of a new vehicular access and associated development) so as to change the pre-commencement condition to pre-occupation condition on land at

Site Address: Stad y Felin, Llanfaelog



Report of Head of Regulation and Economic Development Service (Sion Hughes)

Recommendation: Permit

Reason for Reporting to Committee

The application is a Section 73 Application to vary a consent which was granted by the planning committee.

Proposal and Site

The site is located adjoining the rural village of Ty Croes, which is defined as a cluster settlement under the Joint Local Development Plan. Site access is provided via the residential estate road of the existing

housing estate of Stad y Felin, which the proposal site directly adjoins and will form an extension thereto. The proposal site is currently an unused area of scrubland, with its boundaries to the rear of the site defined by mature hedgerow and the boundaries with the residential dwellings to the north and west defined by timber fencing. The site does not undulate or vary in gradient/elevation from the surrounding properties. The site currently benefits from a live and valid planning permission for the erection of 8 affordable dwellings together with associated estate road, landscaping and drainage infrastructure, which was granted by the planning committee 27/07/2022.

This application is made to vary condition (05) of planning permission FPL/2020/149 which reads as following;

(05) Before any development commences, plans shall be submitted and approved by the Local Planning Authority in consultation with the Highway Authority showing details of the following reserved matters: The proposed road layout and typical construction details based on ground investigation information to verify its adequacy.

The location and the type of street lighting furniture.

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

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

The variation is sought so as to amend the wording of the condition so as details required by the condition can be provided prior to occupation as opposed to prior commencement of works. The variation is sought so as works may begin on site.

Key Issues

The key issues are whether the amendment to the wording of the condition is considered acceptable by the relevant consultees who requested the condition in the first instance.

Policies

Joint Local Development Plan

Policy PCYFF 1: Development Boundaries
 Policy PCYFF 2: Development Criteria
 Policy PCYFF 3: Design and Place Shaping
 Policy PCYFF 4: Design and Landscaping
 Policy TAI 6: Housing in Clusters
 Policy TAI 8: Appropriate Housing Mix
 Policy TAI 16: Exception Sites
 Policy TAI 15: Affordable Housing Threshold & Distribution
 Policy TAI 17: Safeguarding Existing Gypsy and Traveller Sites
 Policy AMG 5: Local Biodiversity Conservation

Response to Consultation and Publicity

Consultee	Response
Priffyrdd a Trafnidiaeth / Highways and Transportation	No Objection
Dwr Cymru Welsh Water	No response.
Cynghorydd Neville Evans	No response

Cynghorydd Douglas Massie Fowlie	No observations.
Cyngor Cymuned Llanfaelog Community Council	No response

Publicity was afforded to the scheme via the posting of personal letters to occupiers of the neighbouring properties. At the time of writing this report, no letters of representation had been received at this department.

Relevant Planning History

DIS/2023/29 - Cais i ryddhau amod (09) (Cynllun Tai Fforddiadwy) o ganiatâd cynllunio FPL/2020/149 (Cais llawn ar gyfer codi 8 annedd fforddiadwy ynghyd a creu mynedfa cerbydau newydd ac datblygiadau cysylltiedig ar dir) yn / Application to discharge condition (09) (Affordable Housing Scheme) of planning permission FPL/2020/149 (Full application for the erection of 8 affordable dwellings together with the creation of a new vehicular access and associated development on land) at - Stad y Felin, Llanfaelog - Amod wedi ei Ryddhau / Condition Discharged 06/06/2023

FPL/2020/149 - Cais llawn ar gyfer codi 8 annedd fforddiadwy ynghyd a creu mynedfa cerbydau newydd ac datblygiadau cysylltiedig ar dir yn / Full application for the erection of 8 affordable dwellings together with the creation of a new vehicular access and associated development on land at - Stad y Felin, Llanfaelog - Caniatáu / Permit 26/01/2023

Main Planning Considerations

Principle of Amending Wording

The condition was originally requested by the Local Authority Highways Department and therefore they were consulted in regards to the proposed amended wording. The Highways department had no objection to the amended wording and as such the planning department are satisfied to recommend granting of the S73 application. It is not considered that there is any material disadvantage to the amended wording and would not effect the requirements of the condition.

Conclusion

The Local Authority Highway Department as the original requesters of the condition had no objections to the amended wording and there are no other material reasons for not granting the proposal. The application is therefore recommended for approval.

Recommendation

That the application is permitted subject to the following conditions:

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

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

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

- Location Plan / 001
- Drainage Layout / P01.3
- 4P2B Bungalow / 046 D
- 7P4B House / 071 C

- **Street Elevations / 005 A**
- **Proposed Site Plan / 003 C**
- **Proposed Boundary Treatment Plan / 004**
- **4P2B House - Rear Lounge / 052 C**

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

(03) The access shall be laid out and constructed strictly in accordance with the submitted plan before the use hereby permitted is commenced and thereafter shall be retained and kept free from permanent obstruction and used only for access purposes.

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

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

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

(05) Prior to the occupation of any dwellings on site, plans shall be submitted and approved by the Local Planning Authority in consultation with the Highway Authority showing details of the following reserved matters:

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

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

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

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

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

(07) The estate road(s) shall be kerbed and the carriageway and footways finally surfaced and lighted before the last dwelling on the estate is occupied or within 2 years of the commencement of the work on the application site whichever is the sooner.

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

(08) The site shall be landscaped strictly in accordance with 23/19/PP/01 in the first planting season after completion or first use of the development, whichever is the sooner. The landscaping scheme shall be retained for the lifetime of the development hereby approved. Any trees or shrubs that are found to be dead, dying, severely damaged or diseased within five years of the carrying out of the landscaping scheme, shall be replaced in the subsequent planting season by trees and shrubs of the same species and size as those originally required to be planted.

Reason: In the interest of the visual amenity of the locality.

(09) Prior to commencement of development the development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex B of TAN 2 or any future guidance that replaces it. The scheme shall include:

- i. the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 100% of housing units/bed spaces;**
- ii. the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;**
- iii. the arrangements for the transfer of the affordable housing to an affordable housing provider [or the management of the affordable housing (if no RSL involved)];**
- iv. the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and**
- v. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.**

Reason: To ensure that the development provides an element of affordable housing in accord with development plan policy.

Discharged under application DIS/2023/29

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: PCYFF 1, PCYFF 2, PCYFF 3, PCYFF 4, TAI 6, TAI 8, TAI 15, TAI 16, TAI 17, PS 19, AMG 5.

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

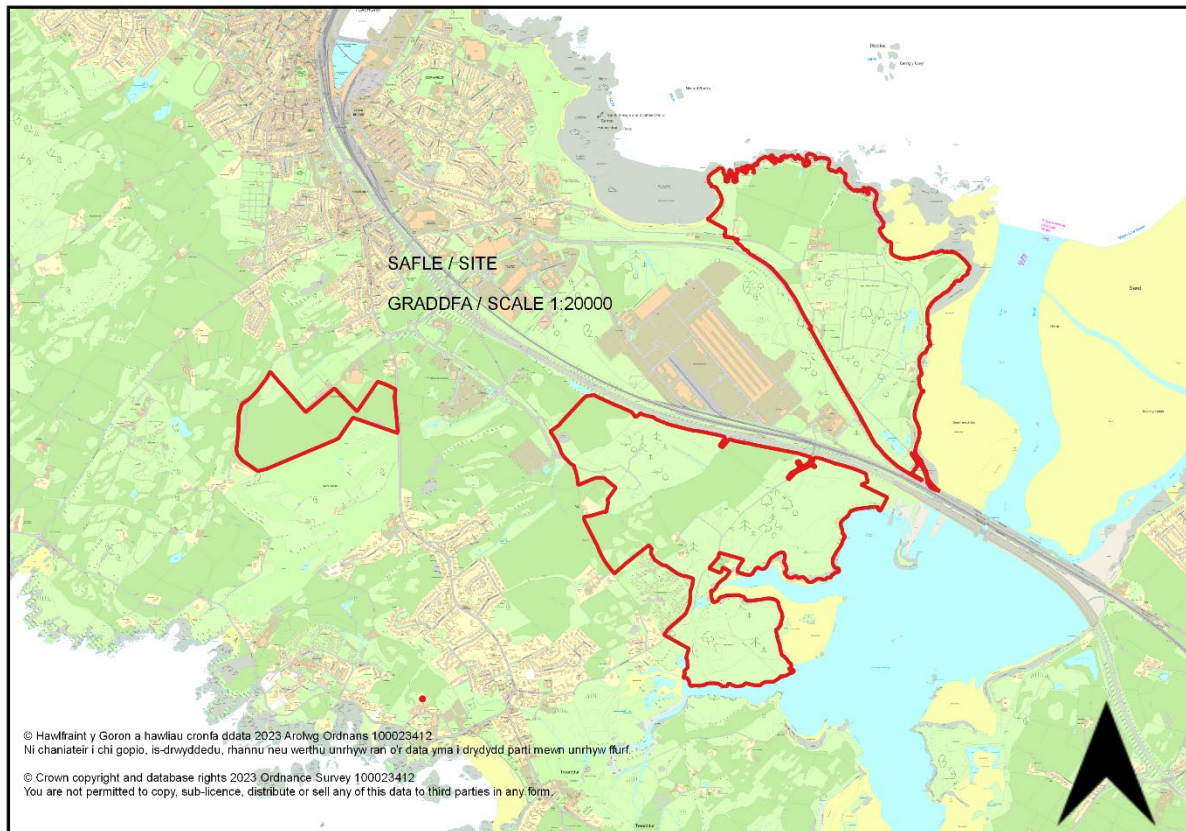
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Planning Committee: 06/09/2023

13.1

Applicant: Land and Lakes Ltd

Site Address: Land and Lakes, Penrhos Coastal Park, Holyhead



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

Recommendation: That Members endorse the position as detailed in this report.

Reason for Reporting to Committee

Members should be aware that this matter has been brought back to Committee following consideration on 7 June in light of a letter received from solicitors (Richard Buxton Solicitors - "RBS") for a local resident alleging that the Committee were misdirected on a number of matters. Whilst officers are confident the matter was properly reported to Committee and the members were fully aware of the issues before them for consideration this opportunity is being taken to confirm the decision taken and the material on which that decision is based.

Main Planning Considerations

The first issue raised by RBS is to seek clarification whether the Committee's decision on 7 June was to resolve that the original hybrid planning permission (the Permission) was validly and lawfully commenced. In response to that question the officers' advice supported by its legal advisers is that no decision on implementation was made by the Committee on 7 June as the applications before them were

made (and the Committee proceeded) in reliance upon the underlying Permission being in existence and capable of being relied upon.

That is that same with all reserved matter or similar applications, which do not as part and parcel of them include the exercise of any statutory function of determining that the outline or similar permission has been lawfully implemented. In such cases, allegations may be made that the permission has lapsed, or is defective in some other way, which may be allegations the Council chooses to investigate (including by asking for more information) or they may be allegations the Council merely notes but does not accept or act upon. For the Council to act on such an allegation, it would need of its own motion, or at the instigation of a party that has standing to do so, to bring into operation any of the processes open to it that include determination of the lawfulness of the underlying permission. Enforcement by the Council would be an example of the former, Lawful Development Certificate an example of the latter.

None of this was done. The process of the Council satisfying itself as regards implementation of the permission (to the extent that it did so as a matter of fact, irrespective of whether it needed to) started as early as 19 December 2020 and appears to have been substantially complete by 30 June 2021 the outcome of which was confirmation communicated to the applicant in writing that the Council was satisfied there had been lawful implementation. Thereafter, all subsequent communications on the subject (including with RBS in September 2022) were merely confirmatory of a position already adopted by the Council. That applies equally to the Committee Meetings of 3 May and 7 June 2023 in which the officers reported the outcome of further advice taken which again was merely confirmatory of the position adopted previously by the Council in light of evidence already before the Council since 2021. The Committee's decision, now before them again for confirmation, again proceeds in reliance on that existing position, without any need to make any new judgement upon it.

The RBS letter then raises a number of issues on which it says the Committee were either misled or were wrong in the findings they made. None of these points raise any new facts for the Council to consider. They are, in effect, simple disagreement on a number of conclusions reached by the Council's legal advisers, that have previously been reported to Committee. The allegations have been considered but none cause the Council's legal advisers or your officers to change their advice or opinions reported to you so far and the issues they address have been adequately dealt with in the reports made so far.

Two of these points however could be read as raising concern over whether the members had material before relevant to conclusions reached by the Council's legal advisers and officers. Whilst both are confident that is not the case, for the avoidance of doubt clarification on both points is offered here:

1. Were the members given direction on whether the path works amounted to a material operation not as part of a road but as an alternative, unspecified material operation? The answer to that is yes, the legal advice obtained by the Council that in the event the path did not constitute a road or part of a road it could still constitute sufficient works to implement the development. This was reported in detail to the members in the report to Committee of 7 under the title "*Whether the works undertaken constitutes a material start*" in the Committee Report.
2. Were the members correctly directed on the possibility of the works to the Bailiff's Tower being severable from the remainder of the Permission? The answer to that is The Officer's Report to Committee and the oral presentation to Members both addressed the implications for the planning permission if the change of use to the visitors' centre had not in fact been implemented after the implementation of the first reserved matters approval ('RMA'), as required by Condition 71, but within the five-year period set out in Condition 70.

The Officer's Report stated:

"[Counsel] considered that the elements of the permission consented in full (section C of the permission) is likely to be regarded as in practice severable from the other permissions and even if it had lapsed, that would not affect the validity of the other permissions. In other words, if the applicant has failed to

implement the change of use of Bailiffs Tower, this element of the permission (i.e. the full planning permission included in Section C of the original permission) is severable from the outline elements of the permission (included in Sections A and B of the permission). If the change of use has not been lawfully implemented these elements of the permission would fall away but the rest of the permission would remain”.

RBS, in its Pre-Action Letter, has argued that this position is wrong in law, on the basis of the decision of the Supreme Court in Hillside v Snowdonia National Park Authority [2022] 1 WLR 4077. In that case, the Supreme Court held that, where planning permission is granted for a multi-unit development, the permission is (absent some clear contrary indication) to be regarded as a permission for a single scheme of development, rather than as multiple permissions for independent acts of development. The effect of this is that a developer will not be able *“to combine building part of the development under that permission with building something different from and inconsistent with the approved scheme on another part of the site”*.

The judgment in Hillside therefore principally addresses the question of whether a planning permission is, from a spatial point of view, capable of being severable into different permissions applicable to discrete parts of the site. That is not an issue that arises in relation to the Land & Lakes site.

The issue in the present case is whether, having already implemented the planning permission through the submission and implementation of a first RMA (as is required by Condition 71), the failure of the developer to thereafter effect the change of use within the five-year time limit would result in a conclusion that the whole permission (both outline and full elements) would lapse. The advice that the Council has received is that it would not.

Hillside confirms that a developer is under no obligation to complete all of a development authorised by a given planning permission, and a failure to implement a development in full will not render parts of the development completed at an earlier stage unlawful.

In the present case, the permission as a whole has been validly implemented through the implementation of the works contained in the first RMA. The fact that the change of use authorised in the full part of the permission had not been undertaken within the five-year time period stipulated within Condition 70 would not change this. The developer was entitled to elect not to effect the change of use at all. All it would mean is that the change of use could no longer be implemented pursuant to that permission, and a fresh grant of planning permission would be required for the same if the developer ever wished to effect the same change of use at a later date.

Consequently, even if, contrary to the advice the Council has received, the change of use had not been effected before the expiry of the five-year period set out in Condition 70, this would have no bearing on the Council's entitlement to deal with the discharge applications before it.

Recommendation

That Members endorse the position as detailed in this report.

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Report to: PLANNING AND ORDERS COMMITTEE
Date: 6 September 2023
Subject: CYNGOR SIR YNYYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL
TRAFFIC REGULATION ORDER
Portfolio Holder: COUNCILLOR DAFYDD RHYS THOMAS
Lead Officer: Gethin Gilford
Contact Officer: Alun Roberts

Nature and reasoning for report:

To report details of the objection and comments received following advertising of several proposed Traffic Regulation Orders for numerous locations in relation to lengths of roads to be exempt from the forthcoming implementation of mandatory 20mph speed limit areas across Anglesey.

To provide a resolution regarding how the Authority should proceed with the Traffic Regulation Orders in view of the comments and the objection received.

A. INTRODUCTION / BACKGROUND / ISSUES

1.0 The Traffic Regulation Orders were proposed as part of the introduction of the new mandatory 20mph speed limits across Anglesey. In accordance with Welsh Government's programme of reducing speeds in residential areas, all road with a restricted roads status by virtue of a system of street lighting and with a current limit of 30mph will reduce to 20mph unless otherwise exempted. This measure will come into force across Wales on 17 September 2023.

The Authority in conjunction with Welsh Government / Transport for Wales identified a number of locations where it considered that the new 20mph speed limit should not apply and that the current 30mph limit should remain in place. The criteria was based on the density of adjacent residential and retail premises fronting a road and the proximity of facilities such as educational establishments, community centres and hospitals. A further review of these locations based on local knowledge and professional judgment was undertaken by the Authority in order to determine whether it was appropriate for the identified lengths of roads to be exempt.

Guidance provided by Welsh Government noted that exceptions should primarily be considered on A and B classified roads and that a speed limit should have a minimum length of 300m on roads with a local access function.

The proposed 30mph speed limit exemptions were identified at the following locations -

- B5109 Pont y Brenin, Llangoed
- A5025 Cemaes Bay
- A5025 Pentraeth
- B5110 Marianglas
- A5 Penrhos, Holyhead
- A4080 Brynsiencyn
- A5 Gaerwen
- A5 Caergeiliog
- B4545 Four Mile Bridge
- Llangefni Link Road
- A5 & A4080 Llanfairpwll
- A545 Menai Bridge
- A5 Gwalchmai

A copy of each of the Notice of Proposal and plans detailing the proposed exemptions have been attached in Appendix 1.

- 1.1 The initial consultation of the proposal included the emergency services, road haulage and freight representatives, elected members together with town and community councils. At this stage of the statutory process two comments were received.

Councillor Geraint Bebb commented that the proposed exempted length on the Llangefni link road should be reduced in distance and that the section between the Ysgol y Graig Roundabout and the Coleg Menai Roundabout be 20mph. The Highway Authority considered the comments and reviewed the location. In accordance with Welsh Government guidance the section fronting the new extension to Ysgol y Graig will have a 20mph speed limit. It was considered that the remaining length did not fulfil the requirements and guidelines for it to be restricted to 20mph and therefore it is proposed for the speed limit to remain at 30mph.

Trewalchmai Community Council commented on the proposed exemption on the A5 approach between the recycling centre and Wylfa Terrace. The Community Council considered that the exemption should be shorter in length and that the 20mph restriction should commence at a point further out of the village than that was proposed. The Highway Authority reviewed this location in accordance with the relevant guidance and decided that there was no justification to extend the 20mph speed limit further out.

- 1.2 The Emergency Services did not object to the proposals.

- 1.3 At the formal public advertising stage, thirteen people contacted the authority expressing their opinions on the proposed Orders. The correspondence included general comments and disagreement on the introduction of the new 20mph areas as well as support for this. Three made comments with reference to specific locations where they considered that further lengths of roads should be exempted. However the locations were not associated with the lengths or roads included in the proposed Orders detailed in this report therefore they were not considered relevant. Only one objection made specific reference to a proposal included on the proposed Orders. Accordingly it was considered that only this response could be considered as relevant and warranted to be a valid objection.
- 1.4 Redacted copies of the correspondence received are attached with this report.
- 1.5 The comments and the objection were broadly based on the following grounds –
- a) That the proposed introduction of the new 20mph zones across the Island would be unnecessary and would be detrimental to motorists in terms of the additional time taken to travel from one point to another and that such a restriction should only apply to certain locations such as outside schools rather than a blanket restriction.
 - b) One response considered that the Authority had not proposed sufficient lengths of roads to be exempted from the new 20mph through Amlwch. Also another considered that only a short section of the A5025 through Benllech should be 20mph with the remaining sections to be exempted. One respondent believed that no A class road should be reduced to 20mph and questioned why no exemptions had been considered by the Authority on the A5025 through Amlwch and Benllech. As detailed in Point 1.3, the proposed Orders do not refer to these specific locations therefore the comments made were not considered relevant.
 - c) One objection was received to the proposed exemption on the A5025 in Cemaes and that this length of road should be reduced to 20mph.

2.0 Current Situation

- 2.1 Of the 13 comments received it was considered that only one was relevant and valid and warranted to be considered as an objection to the proposals. Some refer in general to the introduction of the new 20mph areas and others make reference to location where additional lengths of roads should be exempted. However, the locations under consideration in the advertised Notices identify specific areas to be exempted from the blanket introduction of the new 20mph limits which will be implemented in September 2023. One makes specific reference to a location included

in the proposed Orders and accordingly it is considered that only this one is deemed relevant and valid to be considered as an objection.

- 2.2 The objector detailed in 1.3 is not satisfied that the provisions within the advertised Orders are acceptable.
- 2.3 An objection was received to the proposed exemption on the A5025 in Cemaes between Gwelfor Estate and the roundabout. The objector noted issues regarding compliance with the current 30mph speed limit along this section of the A5025 which in their opinion deterred pedestrians from using the pavement. The objector wished for this section to be included within the 20mph speed limit proposed for Cemaes.
- 2.4 The following Statutory Consultees were contacted –
- a) North Wales Police
 - b) North Wales Fire and Rescue Service
 - c) Ambulance Service
 - d) The Road Haulage Association
 - e) The Freight Transport Association
 - f) Local Elected Members
 - g) Town and Community Councils
- 2.5 As part of the process of considering the objection received, the Authority reviewed the proposals for the A5025 in Cemaes. In view of the objector's comments the Authority considered amendments to the proposed extent of the identified exempted area.

In considering the exempted lengths of roads as proposed in the advertised Notices the Authority followed the national criteria as provided by Welsh Government. It also undertook its own further reviews to determine that these areas were appropriate to be exempted and that the speed limit should remain at 30mph and not reduce to 20mph.

The Authority considered that the proposed exemption of 30mph on the A5025 in Cemaes between the access into Gwelfor Estate and the roundabout was consistent with Welsh Government's criteria. Specifically that the length of 340m would be in excess to the advised minimum distance for a speed limit. Also with consideration to the nature and function of the road with minimal adjacent residential development it would be an unrealistic expectation for motorists to drive at 20mph on this length of the A5025.

B. CONSIDERATIONS

- 3.0 The proposed Orders and the identified exempted lengths of roads are considered to be essential in the effective introduction of the forthcoming default speed limit of 20mph on restricted roads in Wales, which will come into force on 17 September 2023.
- 3.1 It will be for the Committee to determine if they feel that the objection received is justified or not.

C. IMPLICATIONS AND IMPACTS

- 4.0 The proposed orders will create 30mph lengths of roads in exemption of the default 20mph speed limit on restricted roads.

With consideration to the objection received to the proposed exempted lengths of roads, the potential effect on traffic speeds should be balanced against the need to ensure that there is a consistent approach to determining local speed limits based on national guidance and local factors and circumstances.

D. RECOMMENDATION

- 5.0 That the Committee approves the proposals in accordance with the advertised Orders and plans if it is satisfied that there are no alternative solutions and resolves for the Authority to proceed and confirm the Traffic Regulation Orders and Plans.

With reference to the objection received that the Committee resolves to –

- Agree for the length of road between Gwlefor Estate and the roundabout on the A5025 to remain as a 30mph limit as detailed on the draft Order and for this and the other draft orders listed in this report to be confirmed.

Name of report author: Alun Roberts

Job Title: Group Engineer Traffic and Development Control

Date: 31 July 2023

Appendices

1. Notice of Proposal as advertised and plan.
2. Copies of comments and objection received at the advertising stage.

Appendix 1

Notice of Proposal as advertised and plan for each exemption location.

B5109 Pont-y-Brenin, Llangoed

RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

GORCHYMYN CYNGOR SIR YNYS MONISLE OF ANGLESEY COUNTY COUNCIL (B5109 PONT-Y-BRENIN, LLANGOED) (TERFYN CYFLYMDER 30MYA) 2023

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn bwriadu gwneud Gorchymyn o dan adrannau 84(1) a (2) a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y dam o'r ffordd a ddisgrifir yn yr Atodlen i'r Rhybudd hon.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Map a'r Datganiad o Resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangedni neu yn llyfrgell Beaumaris (yn ystod oriau swyddfa arferol). Neu bydd copi o'r Gorchymyn drafft, Map a'r Datganiad o Resymau'r Cyngor ar gael ar wefan y Cyngor www.ymysmon.gov.uk/gorchymynion-cyfreithiol neu fe ddanfonir copi caled o'r Gorchymyn a'r Map drwy'r post ar gais ac am ddim os cysylltwch â Swan.Jones@ymysmon.llyw.cymru neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch writhwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifan gan gynnwys eich rhesymau dros wneud hynny i'r Isod erbyn: **2il Mehefin 2023**. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

Os gwneir y Gorchymyn ar ôl ystyried yr holl sylwadau, caiff ei wneud ar neu ar ôl 17 Medi 2023 pan fydd y terfyn cyflymder rhagosoddedig o 20mya ar gyfer ffyrdd cyfyngedig wedi dod i rym.

ATODLEN

TERFYN CYFLYMDER 30MYA ARFAETHEDIG

B5109 PONT-Y-BRENIN, LLANGOED

O'r gyffordd fwyaf deheuol â Phont y Brenin, am bellter o 179 metr i gyfeiriad y da.

Dyddiedig10/06/2023..... Dated

Arwyddwyd..... Signed

ROBYN W JONES

Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager
Swyddfeydd y Cyngor / Council Offices
Llangedni, Ynys Môn LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 752370.

Croesi i chi ddalo gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (B5109 PONT-Y-BRENIN, LLANGOED) (30MPH SPEED LIMIT) ORDER 2023

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 84(1) and (2) and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the length of road described in the Schedule to this Notice.

It is possible to inspect a copy of the draft Order, Order Map and Statement of the Council's reasons for making the Order at the Council Offices, Llangedni or at Beaumaris library during normal office hours. Alternatively, a copy of the draft Order, Order Map and Statement of Reasons is available on the Council's website www.anglesey.gov.uk/legal-orders or a hard copy of the Order and Order Map will be sent in the post free of charge on request if you contact Swan.Jones@ymysmon.llyw.cymru or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **2nd June 2023**. These will be available for public inspection.

If the Order is made after taking all representations into account, it will be made on or after 17 September 2023 when the default speed limit of 20mph for restricted roads has come into force.

SCHEDULE

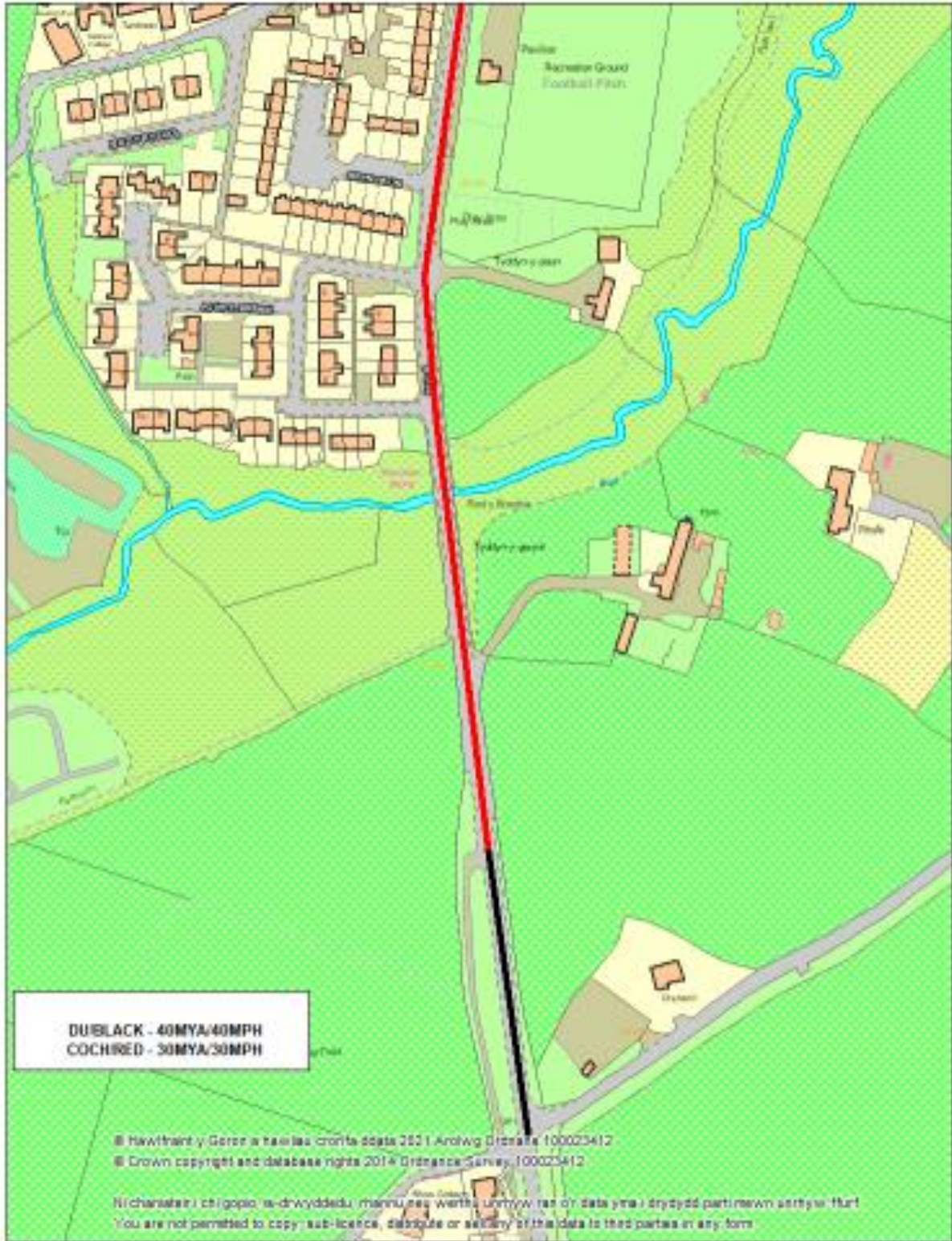
PROPOSED 30 MPH SPEED LIMIT


B5109 PONT-Y-BRENIN, LLANGOED

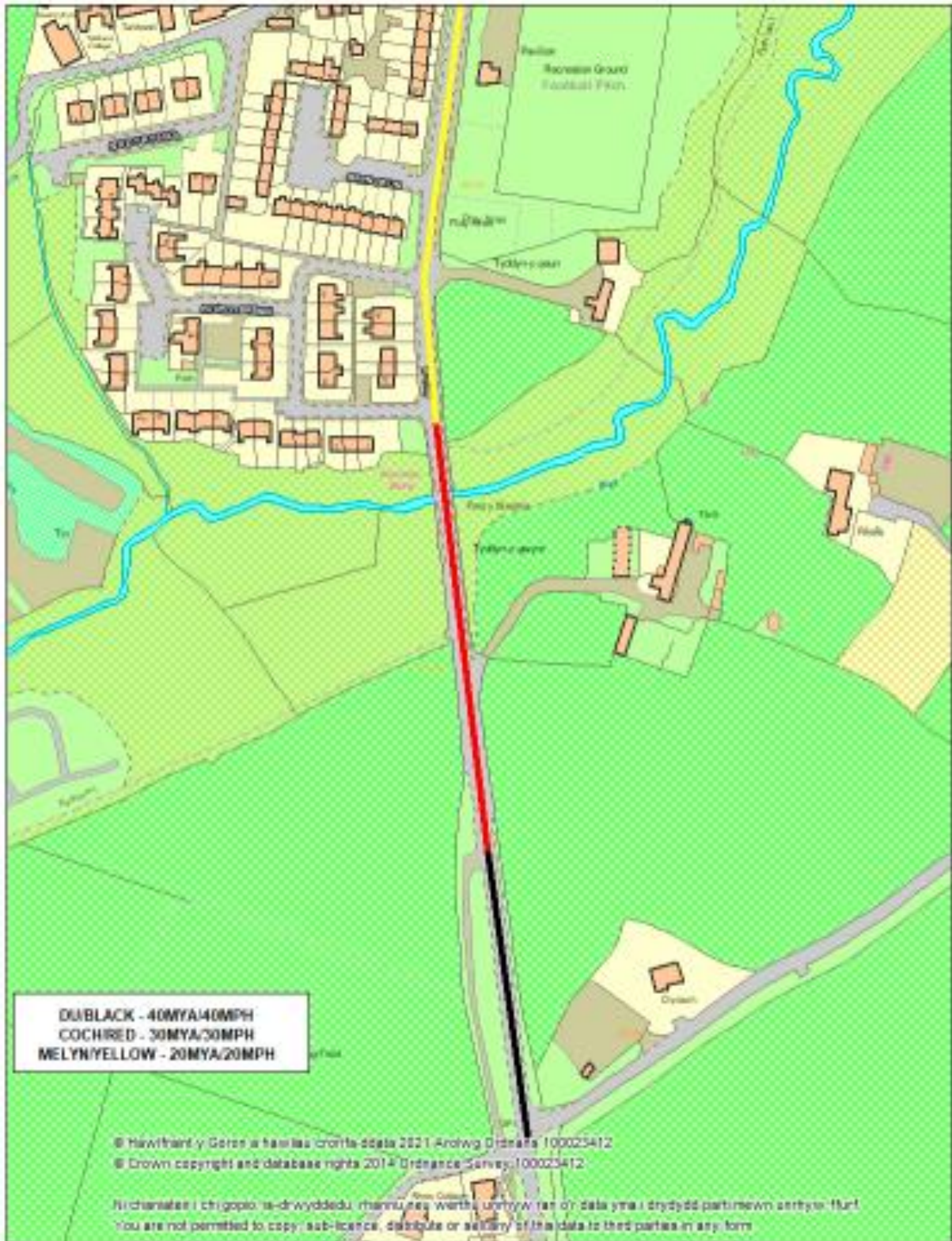
From the southernmost junction with Pont Y Brenin for a distance of 179 metres in a southerly direction.

For further information regarding the above please telephone 01248 752370.

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.



 <p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL</p>	<p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL Stryddfa'r Sir LLANGFERN Ynys Môn - Anglesey LL77 7TW</p>	<p>B5109 Pont Y Brenin, Llanggoed Cyn 17 Medi Elore 17th September</p>
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CYNGOR SIR
 YNYS MÔN
 ISLE OF ANGLESEY
 COUNTY COUNCIL

CYNGOR SIR YNYS MÔN
 ISLE OF ANGLESEY COUNTY COUNCIL
 Stryddfa'r Sir
 Llangefni
 Ynys Môn - Anglesey
 LL77 7TW

B5109 Pont Y Bronis, Llangoed
 Ar ôl 17 Medi
 After 17th September

A5025 Cemaes Bay

RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

GORCHYMYN CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (A5025 CEMAES) (TERFYN CYFLYMDER 30MYA) 202-

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn bwriadu gwneud Gorchymyn o dan adrannau 84(1) a (2) a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darnau o'r ffordd a ddisgrifir yn yr Atodlen i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Mapiau a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangedfni neu yn llyfrgell Amlwch (yn ystod oriau swyddfa arferol). Neu bydd copi o'r Gorchymyn drafft, Mapiau a'r Datganiad o Resymau'r Cyngor ar gael ar wefan y Cyngor www.ynysmon.gov.uk/gorchymynion-cyfreithiol neu fe ddanfonir copi caled o'r Gorchymyn a'r Mapiau drwy'r post ar gais ac am ddim os cysylltwch â Siwan.Jones@ynysmon.llyw.cymru neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: **2il Mehefin 2023**. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

Os gwneir y Gorchymyn ar ôl ystyried yr holl sylwadau, caiff ei wneud ar neu ar ôl 17 Medi 2023 pan fydd y terfyn cyflymder rhagosodedig o 20mya ar gyfer ffyrdd cyfyngedig wedi dod i rym.

ATODLEN

TERFYN CYFLYMDER 30MYA ARFAETHEDIG

1.1 A5025 BAE CEMAES

O bwynt 41 metr i'r gogledd-ddwyrain o'r gyffordd â Gwelfor am bellter o 348 metr i gyfeiriad y de-orllewin.

1.2 A5025 BAE CEMAES, OCHR WYLFA

O bwynt 267 metr i'r gorllewin o'r gyffordd â Maes Capel am bellter o 358 metr i gyfeiriad y de-orllewin.

CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (A5025 CEMAES BAY) (30MPH SPEED LIMIT) ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 84(1) and (2) and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the lengths of road described in the Schedule to this Notice.

It is possible to inspect a copy of the draft Order, Order Maps and Statement of the Council's reasons for making the Order at the Council Offices, Llangedfni or at Amlwch library during normal office hours. Alternatively, a copy of the draft Order, Order Maps and Statement of Reasons is available on the Council's website www.anglesey.gov.uk/legal-orders or a hard copy of the Order and Order Maps will be sent in the post free of charge on request if you contact Siwan.Jones@ynysmon.llyw.cymru or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **2nd June 2023**. These will be available for public inspection.

If the Order is made after taking all representations into account, it will be made on or after 17 September 2023 when the default speed limit of 20mph for restricted roads has come into force.

SCHEDULE

PROPOSED 30 MPH SPEED LIMIT

1.1 A5025 CEMAES BAY

From a point 41 metres north east of the junction with Gwelfor for a distance of 348 metres in a south westerly direction.

1.2 A5025 CEMAES BAY, WYLFA SIDE

From a point 267 metres west from the junction with Maes Capel for a distance of 358 metres in a south westerly direction.

Dyddiedig10/05/2023..... Dated

Arwyddwyd..... Signed

ROBYN W JONES

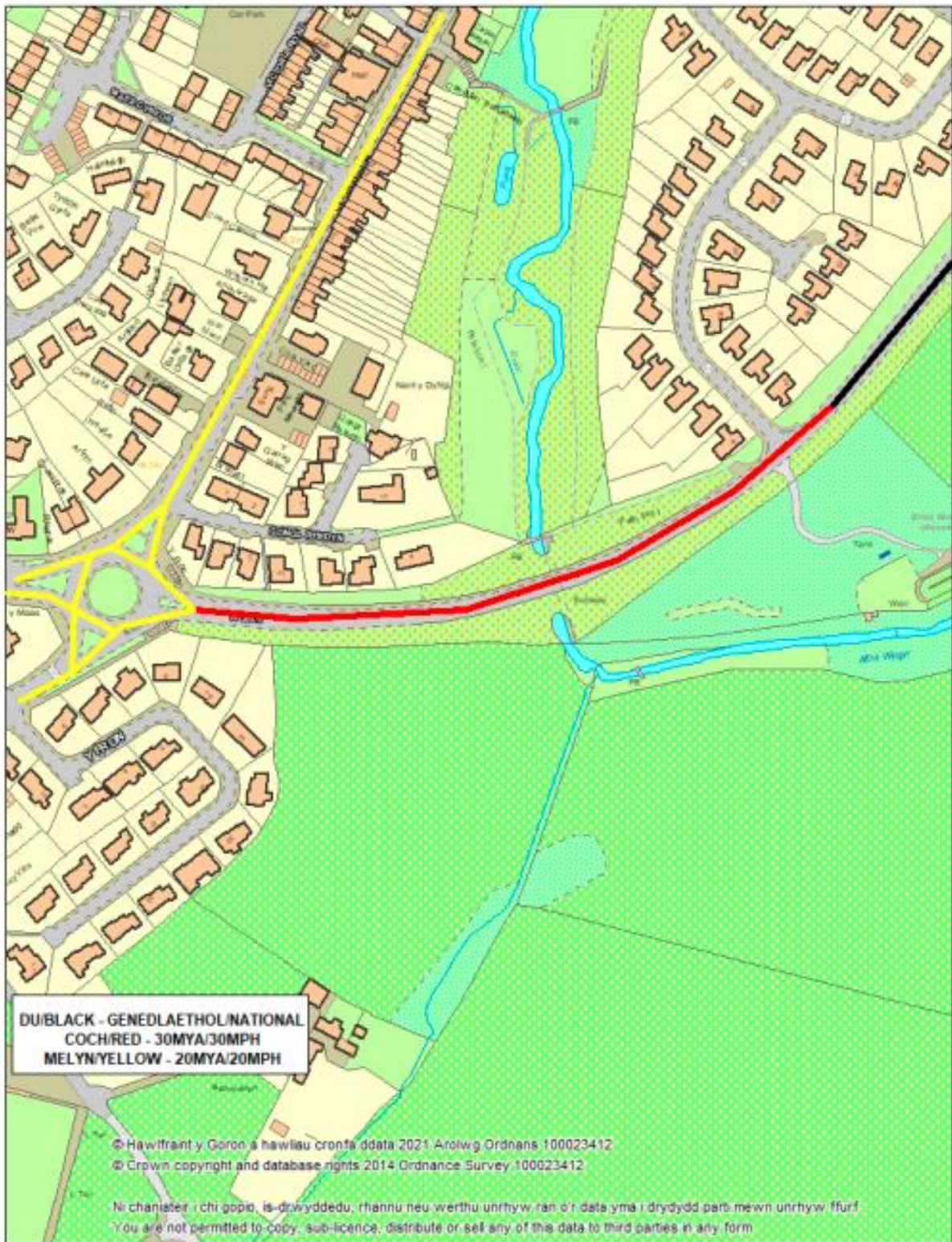
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager
Swyddfeydd y Cyngor / Council Offices
Llangedfni, Ynys Mon LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 752370.

For further information regarding the above please telephone 01248 752370.

Croesi i chi ddelio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

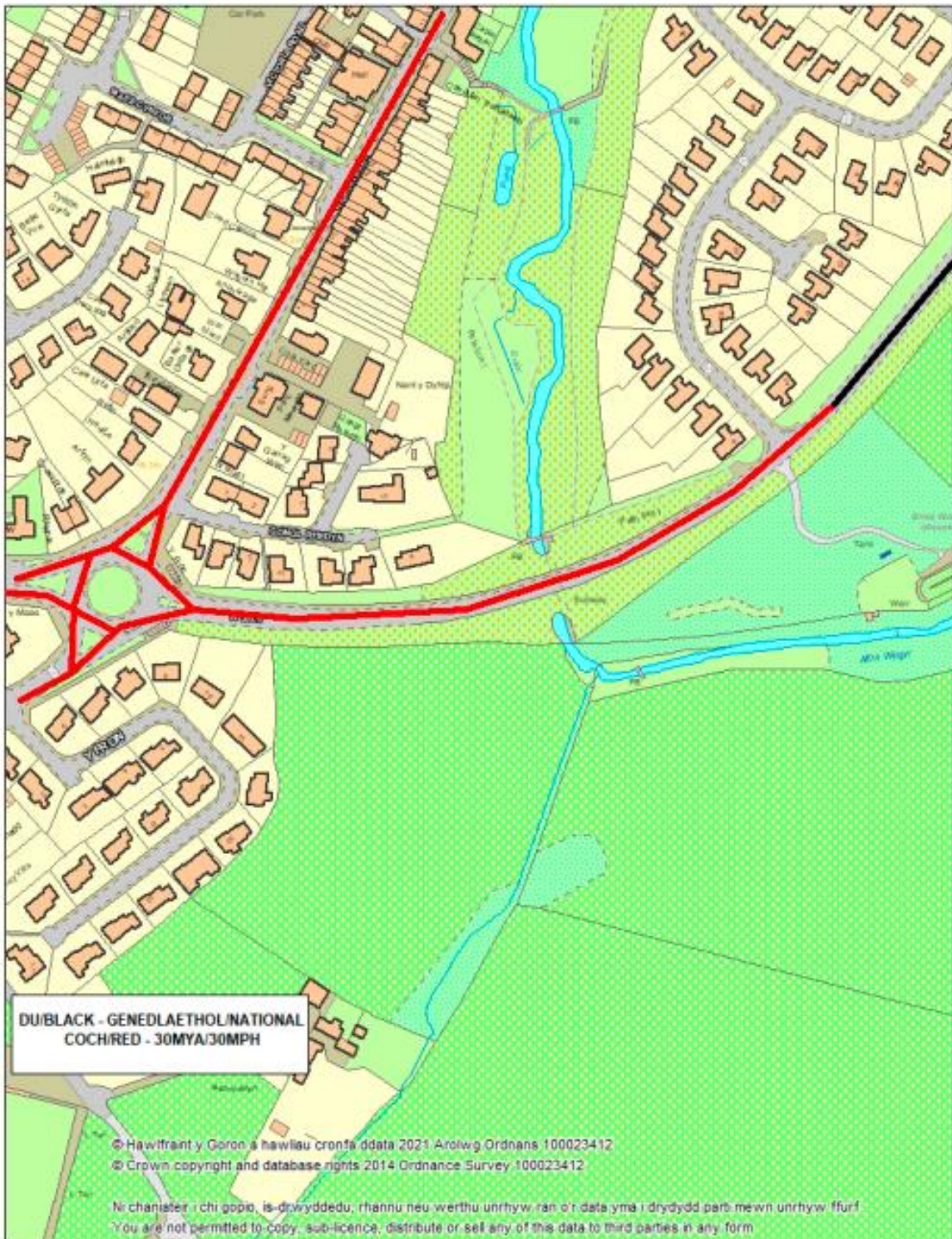
You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.




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


**CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL**
Swyddfa'r Sir
LLANGFNI
Ynys Môn - Anglesey
LL77 7TW

**A5025 Cemaes
Ar ôl 17 Medi
After 17th September**



 <p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL</p>	<p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL Swyddfa'r Sir LLANGEFNI Ynys Môn - Anglesey LL77 7TW</p>	<p>A5025 Cemaes Cyn 17 Medi Before 17th September</p>
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 <p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL</p>	<p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL Swyddfa'r Sir LLANGEFNI Ynys Môn - Anglesey LL77 7TW</p>	<p>A5025 Cemaes, ochr Wylfa A5025 Cemaes, Wylfa side Ar ôl 17 Medi After 17th September</p>
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**CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL**

**CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL**
Swyddfa'r Sir
LLANGEFNI
Ynys Môn - Anglesey
LL77 7TW

**A5025 Cemaes, ochr Wylfa
A5025 Cemaes, Wylfa side
Cyn 17 Medi
Before 17th September**

Pentraeth and Marianglas

RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

GORCHYMYN CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (PENTRAETH A MARIANGLAS) (TERFYN CYFLYMDER 30MYA) 202-

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn bwriadu gwneud Gorchymyn o dan adrannau 84(1) a (2) a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darnau o ffyrdd a ddisgrifir yn yr Atodlen i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Mapiau a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgell Benllech (yn ystod oriau swyddfa arferol). Neu bydd copi o'r Gorchymyn drafft, Mapiau a'r Datganiad o Resymau'r Cyngor ar gael ar wefan y Cyngor www.ynysmon.gov.uk/gorchymynion-cyfreithiol neu fe ddanfonir copi caled o'r Gorchymyn a'r Mapiau drwy'r post ar gais ac am ddim os cysylltwch â Siwan.Jones@ynysmon.llyw.cymru neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: **2il Mehefin 2023**. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

Os gwneir y Gorchymyn ar ôl ystyried yr holl sylwadau, caiff ei wneud ar neu ar ôl 17 Medi 2023 pan fydd y terfyn cyflymder rhagosoddedig o 20mya ar gyfer ffyrdd cyfyngedig wedi dod i rym.

ATODLEN 1

TERFYN CYFLYMDER 30MYA ARFAETHEDIG

1.1 A5025 GAREJ PENTRAETH, PENTRAETH
O bwynt 144 metr i'r de o'r gyffordd â'r B5109 am bellter o 290 metr i gyfeiriad y de.

1.2 A5025 FFORDD PENTRAETH, PENTRAETH
O'r gyffordd â Stryd Brics am bellter o 1202 metr i gyfeiriad y gogledd-orllewin.

ATODLEN 2

TERFYN CYFLYMDER 30MYA ARFAETHEDIG

B5110 MARIANGLAS
O bwynt 123 metr i'r gogledd-dwyrain o'r gyffordd â Glasffordd am bellter o 673 metr i gyfeiriad y de-dwyrain.

CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (PENTRAETH AND MARIANGLAS) (30MPH SPEED LIMIT) ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 84(1) and (2) and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the lengths of roads described in the Schedules to this Notice.

It is possible to inspect a copy of the draft Order, Order Maps and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Benllech library during normal office hours. Alternatively, a copy of the draft Order, Order Maps and Statement of Reasons is available on the Council's website www.anglesey.gov.uk/legal-orders or a hard copy of the Order and Order Maps will be sent in the post free of charge on request if you contact Siwan.Jones@ynysmon.llyw.cymru or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **2nd June 2023**. These will be available for public inspection.

If the Order is made after taking all representations into account, it will be made on or after 17 September 2023 when the default speed limit of 20mph for restricted roads has come into force.

SCHEDULE 1

PROPOSED 30 MPH SPEED LIMIT

1.1 A5025 PENTRAETH GARAGE, PENTRAETH
From a point 144 metres south of the junction with the B5109 for a distance of 290 metres in a southerly direction.

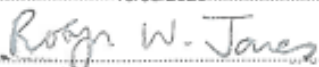
1.2 A5025 PENTRAETH ROAD, PENTRAETH
From the junction with Brick Street for a distance of 1202 metres in a north westerly direction.

SCHEDULE 2

PROPOSED 30 MPH SPEED LIMIT

B5110 MARIANGLAS
From a point 123 metres northeast from the junction with Glasffordd for a distance of 673 metres in a south easterly direction.

Dyddiedig10/05/2023..... Dated

Arwyddwyd  Signed

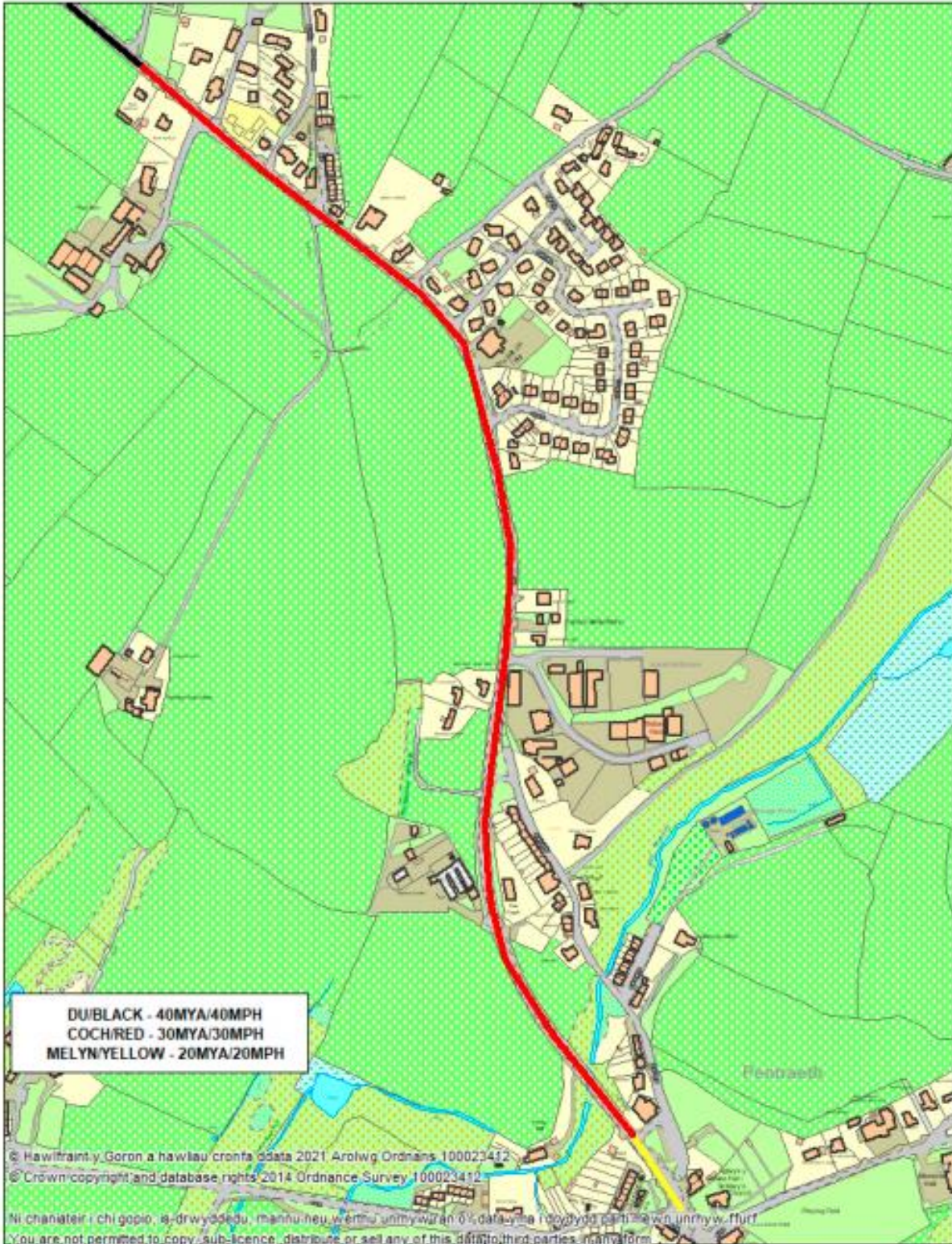
ROBYN W JONES
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager
Swyddfeydd y Cyngor / Council Offices
Llangefni, Ynys Mon LL77 7TW


Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 752370.

For further information regarding the above please telephone 01248 752370.

Croesi i chi ddello gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.



 <p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL</p>	<p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL Swyddfa'r Sir LLANGEFNI Ynys Môn - Anglesey LL77 7TW</p>	<p>Pentraeth Road, Pentraeth Ar ôl 17 Medi After 17th September</p>
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**CYNGOR SIR
 YNYS MÔN**
**ISLE OF ANGLESEY
 COUNTY COUNCIL**

CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
 Swyddfa'r Sir
 LLANGFNŪ
 Ynys Môn - Anglesey
 LL77 7TW

A5025 Pentraeth Garage

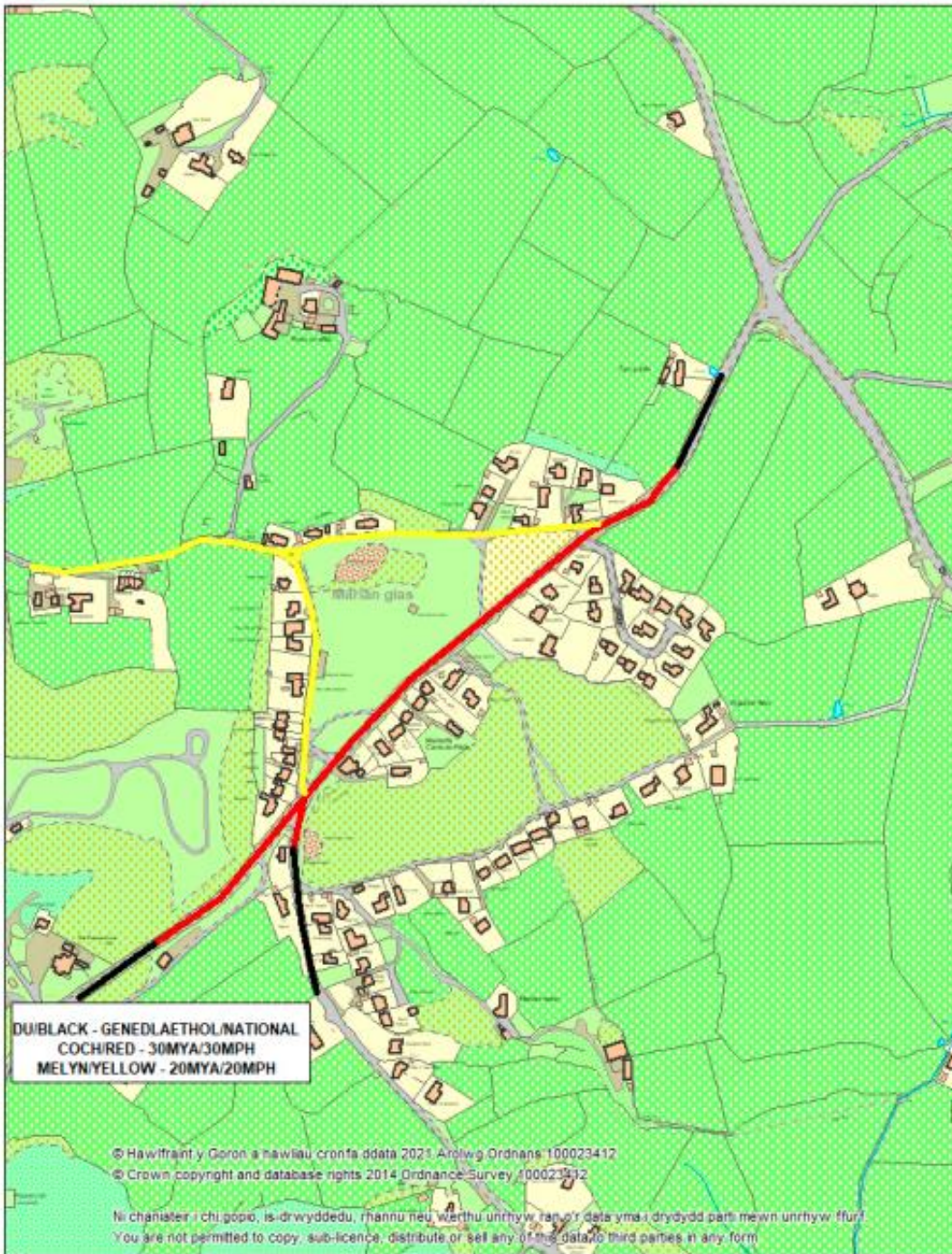
**Ar ôl 17 Medi
 After 17th September**




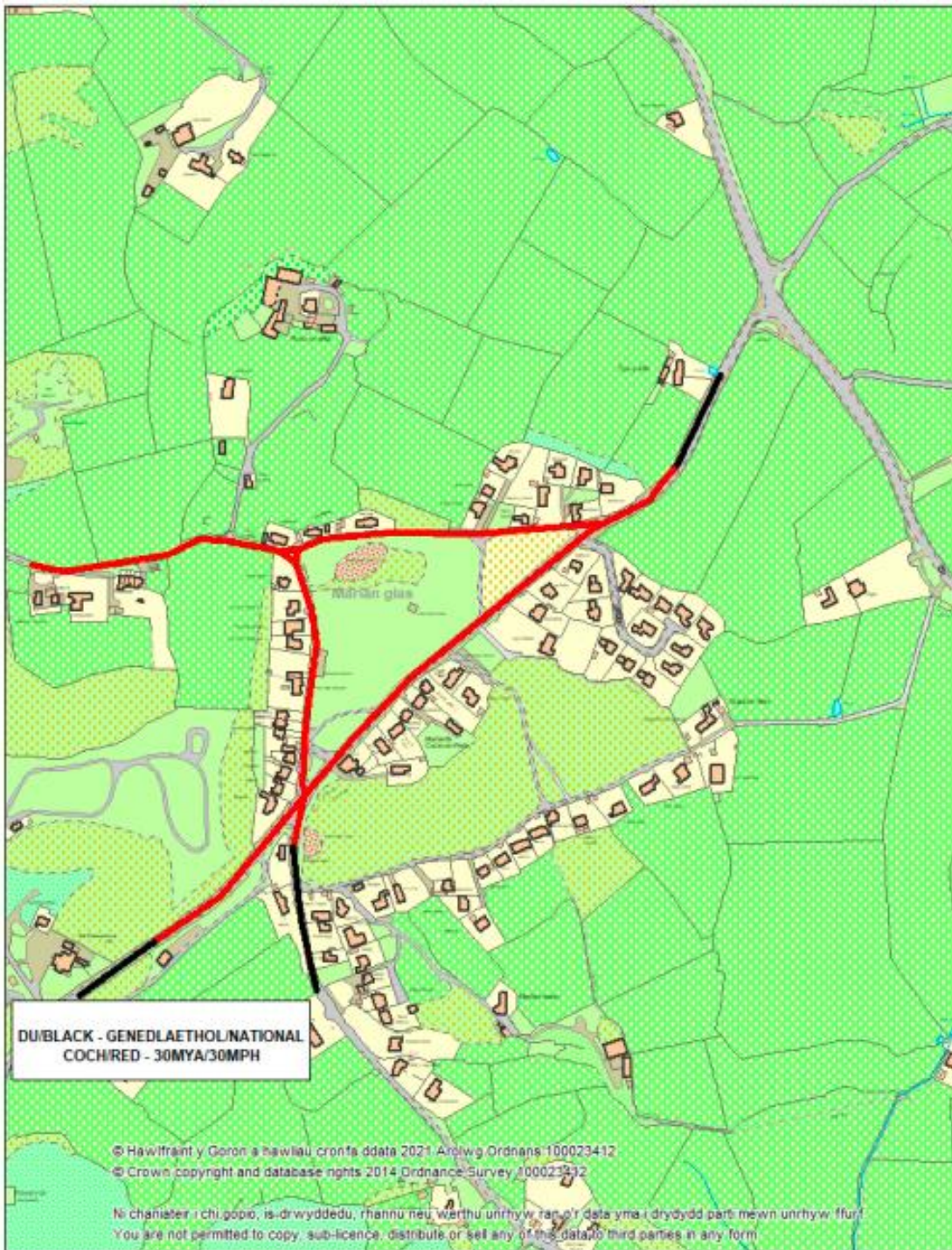
CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL

CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
Swyddfa'r Sir
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LL77 7TW

A5025 Pentraeth Garage
Cyn 17 Medi
Bfore 17th September



 <p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL</p>	<p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL Swyddfa'r Sir LLANGFNÍ Ynys Môn - Anglesey LL77 7TW</p>	<p>B5110 Marianglas Ar ôl 17 Medi After 17th September</p>
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**CYNGOR SIR
YNYS MÔN**
**ISLE OF ANGLESEY
COUNTY COUNCIL**

CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
 Swyddfa'r Sir
 LLANGEFNI
 Ynys Môn - Anglesey
 LL77 7TW

B5110 Marianglas
Cyn 17 Medi
Before 17th September

A5 Penrhos, Holyhead

RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

GORCHYMYN CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (A5 PENRHOS, CAERGYBI) (TERFYN CYFLYMDER 30MYA) 202-

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn bwriadu gwneud Gorchymyn o dan adrannau 84(1) a (2) o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darn o'r ffordd a ddisgrifir yn yr Atodlen i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Map a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgell Caergybi (yn ystod oriau swyddfa arferol). Neu bydd copi o'r Gorchymyn drafft, Map a'r Datganiad o Resymau'r Cyngor ar gael ar wefan y Cyngor www.ynysmon.gov.uk/gorchymynion-cyfreithiol neu fe ddanfonir copi caled o'r Gorchymyn a'r Map drwy'r post ar gais ac am ddim os cysylltwch â Siwan.Jones@ynysmon.llyw.cymru neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: **2il Mehefin 2023**. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

Os gwneir y Gorchymyn ar ôl ystyried yr holl sylwadau, caiff ei wneud ar neu ar ôl 17 Medi 2023 pan fydd y terfyn cyflymder rhagosodedig o 20mya ar gyfer ffyrdd cyfyngedig wedi dod i rym.

ATODLEN

TERFYN CYFLYMDER 30MYA ARFAETHEDIG

A5 PENRHOS, CAERGYBI

O bwynt 256 metr i'r de-ddwyrain o'r gyffordd a Lôn Traeth Penrhos am bellter o 347 metr i gyfeiriad y gorllewin.

Dyddiedig10/05/2023..... Dated

Arwyddwyd*Robyn W. Jones*.....Signed

ROBYN W JONES
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager
Swyddfeydd y Cyngor / Council Offices
Llangefni, Ynys Mon LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 752370.

Croesi i chi ddelio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (A5 PENRHOS, HOLYHEAD) (30MPH SPEED LIMIT) ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 84(1) and (2) of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the length of road described in the Schedule to this Notice.

It is possible to inspect a copy of the draft Order, Order Map and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Holyhead library during normal office hours. Alternatively, a copy of the draft Order, Order Map and Statement of Reasons is available on the Council's website www.anglesey.gov.uk/legal-orders or a hard copy of the Order and Order Map will be sent in the post free of charge on request if you contact Siwan.Jones@ynysmon.llyw.cymru or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **2nd June 2023**. These will be available for public inspection.

If the Order is made after taking all representations into account, it will be made on or after 17 September 2023 when the default speed limit of 20mph for restricted roads has come into force.

SCHEDULE

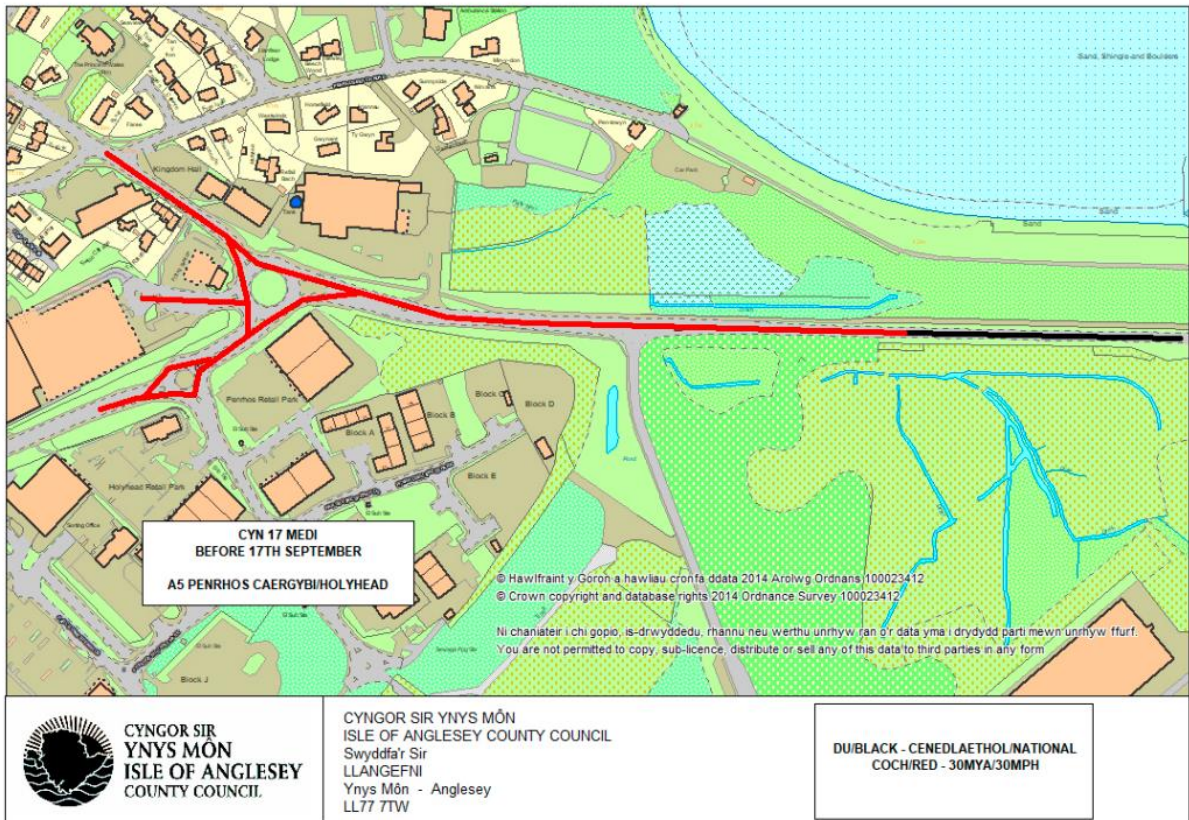
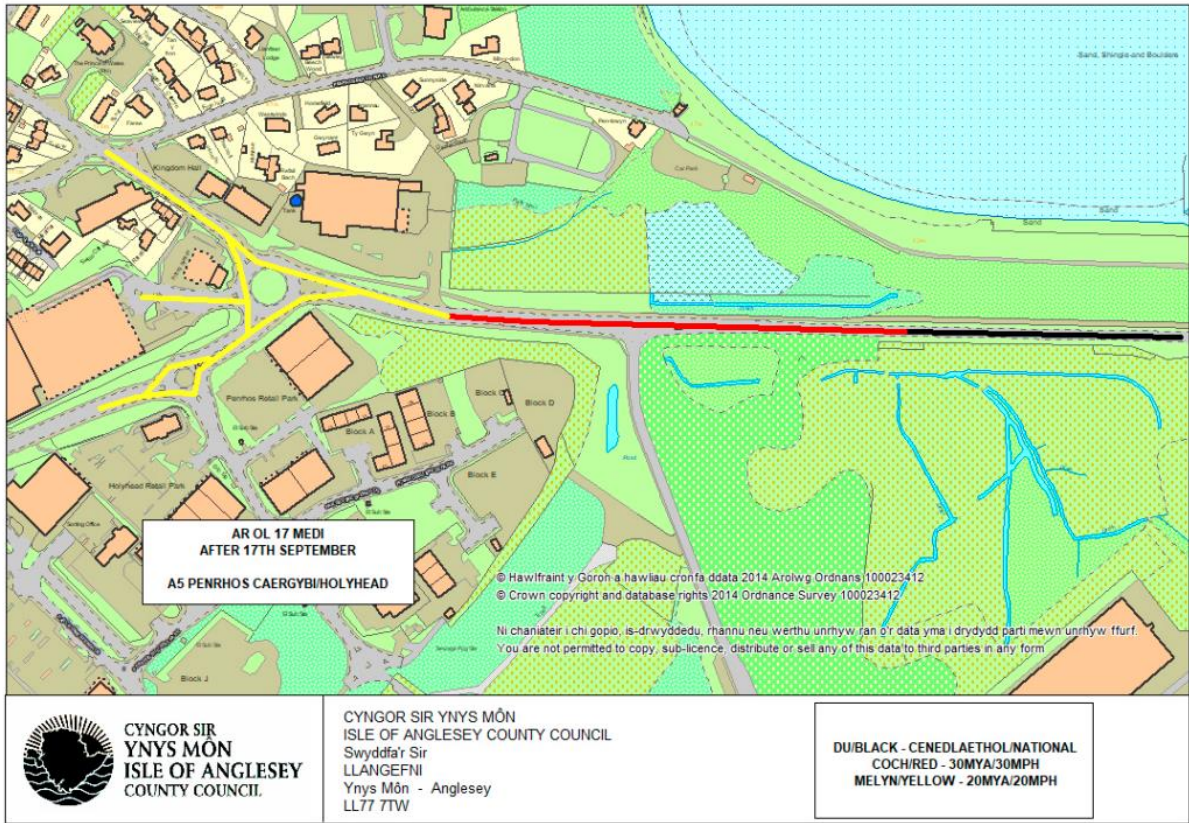
PROPOSED 30 MPH SPEED LIMIT

A5 PENRHOS, HOLYHEAD

From a point 256 metres southeast of the junction with Penrhos Beach Road for a distance of 347 metres in a westerly direction.

For further information regarding the above please telephone 01248 752370.

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.



A4080 Brynsiencyn and A5 Gaerwen

RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

GORCHYMYN CYNGOR SIR YNYS MONISLE OF ANGLESEY COUNTY COUNCIL (A4080 BRYNSIENCYN A A5 GAERWEN) (TERFYN CYFLYMDER 30MYA A DILEU CYFYNGIADAU) 202-

RHODDIR RHYBUDD TRWY HYN fed Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn bwriadu gwneud Gorchymyn o dan adranau 82, 83, 84 a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darnau o ffordd a ddisgrifir yn Atodlen 1 i'r Rhybudd hwn a dileu cyflyngiadau ar y darn o ffordd a ddisgrifir yn Atodlen 2 i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Mapiau a'r Datganiad o Resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgell Porthaethwy a Llangefni (yn ystod oriau swyddfa arferol). Neu bydd copi o'r Gorchymyn drafft, Mapiau a'r Datganiad o Resymau'r Cyngor ar gael ar wefan y Cyngor www.ynysmon.gov.uk/gprchymynion-cyfeithiol neu fe ddanfonir copi caled o'r Gorchymyn a'r Mapiau drwy'r post ar gais ac am ddim os cysylltwch â Siwan.Jones@ynysmon.llyw.cymru neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgriften gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: 2il Mehefin 2023. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

Os gwneir y Gorchymyn ar ôl ystyried yr holl sylwadau, caiff ei wneud ar neu ar ôl 17 Medi 2023 pan fydd y terfyn cyflymder rhagosoddedig o 20mya ar gyfer ffyrdd cyfyngedig wedi dod i rym.

ATODLEN 1

TERFYN CYFLYMDER 30 MYA

1.1 A4080 - DWYRAIN BRYNSIENCYN

O bwynt 83 metr o'r gyffordd â Ffordd Barras am bellter o 518 metr i gyfeiriad y gogledd-ddwyrain.

1.2 A4080 - GORLLEWIN BRYNSIENCYN

O bwynt 60 metr o'r gyffordd ger Rhos y Gaer am bellter o 223 metr i gyfeiriad y gogledd-ddwyrain.

ATODLEN 2

DILEU CYFYNGIADAU

A5 GAERWEN

Y darn o'r ffordd o bwynt 146 metr i'r dwyrain o'r gyffordd â Chapel Street, i bwynt 6 metr i'r dwyrain o'r gyffordd â Chapel Street.

CYNGOR SIR YNYS MONISLE OF ANGLESEY COUNTY COUNCIL (A4080 BRYNSIENCYN AND A5 GAERWEN) (30MPH SPEED LIMITS AND DE-RESTRICTION) ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 82, 83, 84 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the lengths of road described in Schedule 1 to this Notice and a De-restriction on the length of road as described in Schedule 2 to this Notice.

It is possible to inspect a copy of the draft Order, Order Maps and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Menai Bridge and Llangefni library during normal office hours. Alternatively, a copy of the draft Order, Order Maps and Statement of Reasons is available on the Council's website www.anglesey.gov.uk/legal-orders or a hard copy of the Order and Order Maps will be sent in the post free of charge on request if you contact Siwan.Jones@ynysmon.llyw.cymru or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: 2nd June 2023. These will be available for public inspection.

If the Order is made after taking all representations into account, it will be made on or after 17 September 2023 when the default speed limit of 20mph for restricted roads has come into force.

SCHEDULE 1

30 MPH SPEED LIMIT

1.1 A4080 - BRYNSIENCYN EAST

From a point 83 metres from the junction with Barras Road for a distance of 518 metres in a north easterly direction.

1.2 A4080 - BRYNSIENCYN WEST

From a point 60 metres from the junction near Rhos Y Gaer for a distance of 223 metres in a north easterly direction.

SCHEDULE 2

DE-RESTRICTION

A5 GAERWEN

The length of road from a point 146 metres east of the junction with Chapel Street, to a point 6 metres east of the junction with Chapel Street.

Dyddiedig10/05/2023..... Dated

Arwyddwyd*Robyn W. Jones*..... Signed

ROBYN W JONES
Rheolwr Gwasanaethau Cyfeithiol / Legal Services Manager
Swyddfeydd y Cyngor / Council Offices
Llangefni, Ynys Mon LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 Llangefni, 752370.

For further information regarding the above, please telephone 01248 752370.

Croesi i chi ddallo gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.



CYNGOR SIR
 YNYS MÔN
 ISLE OF ANGLESEY
 COUNTY COUNCIL

CYNGOR SIR YNYS MÔN
 ISLE OF ANGLESEY COUNTY COUNCIL
 Swyddfa'r Sir
 LLANGFNI
 Ynys Môn - Anglesey
 LL77 7TW

A4080 Brynsiencyn Gorllewin
 A4080 Brynsiencyn West


Ar ôl 17 Medi
 After 17th September

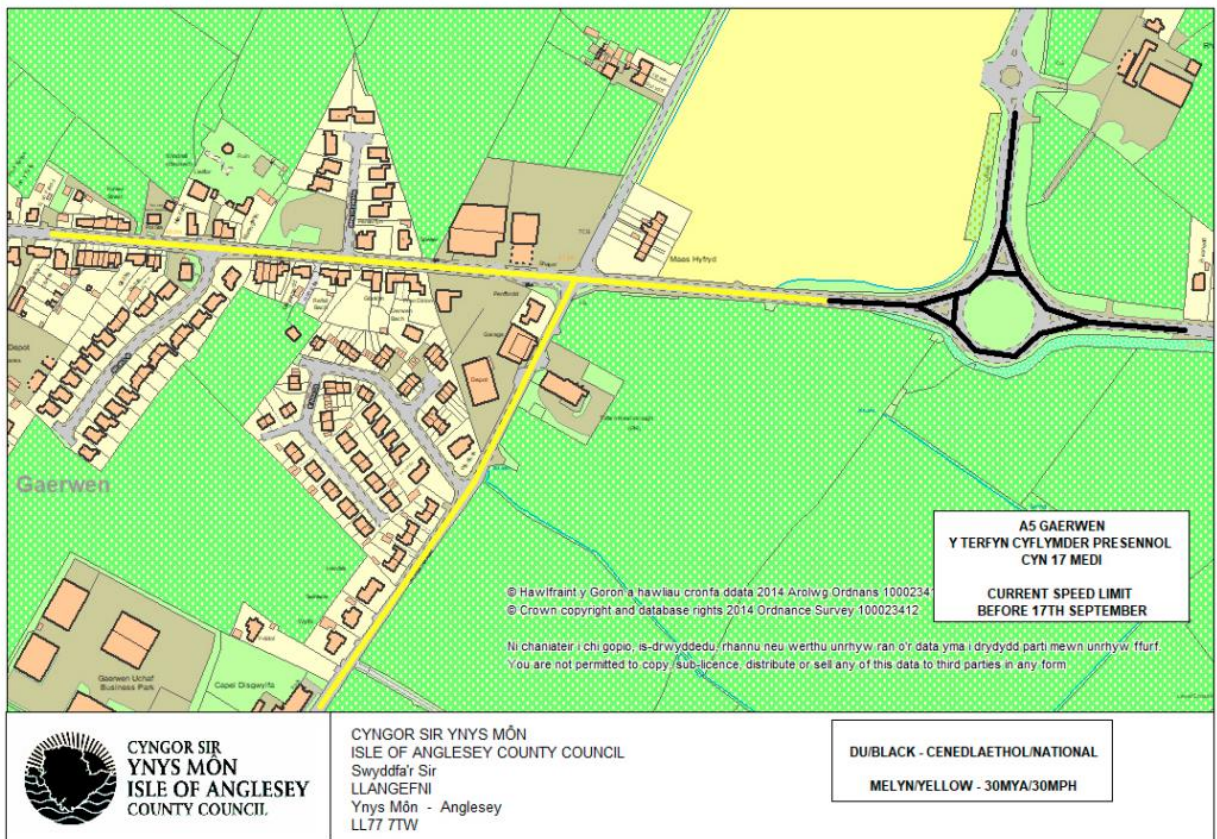
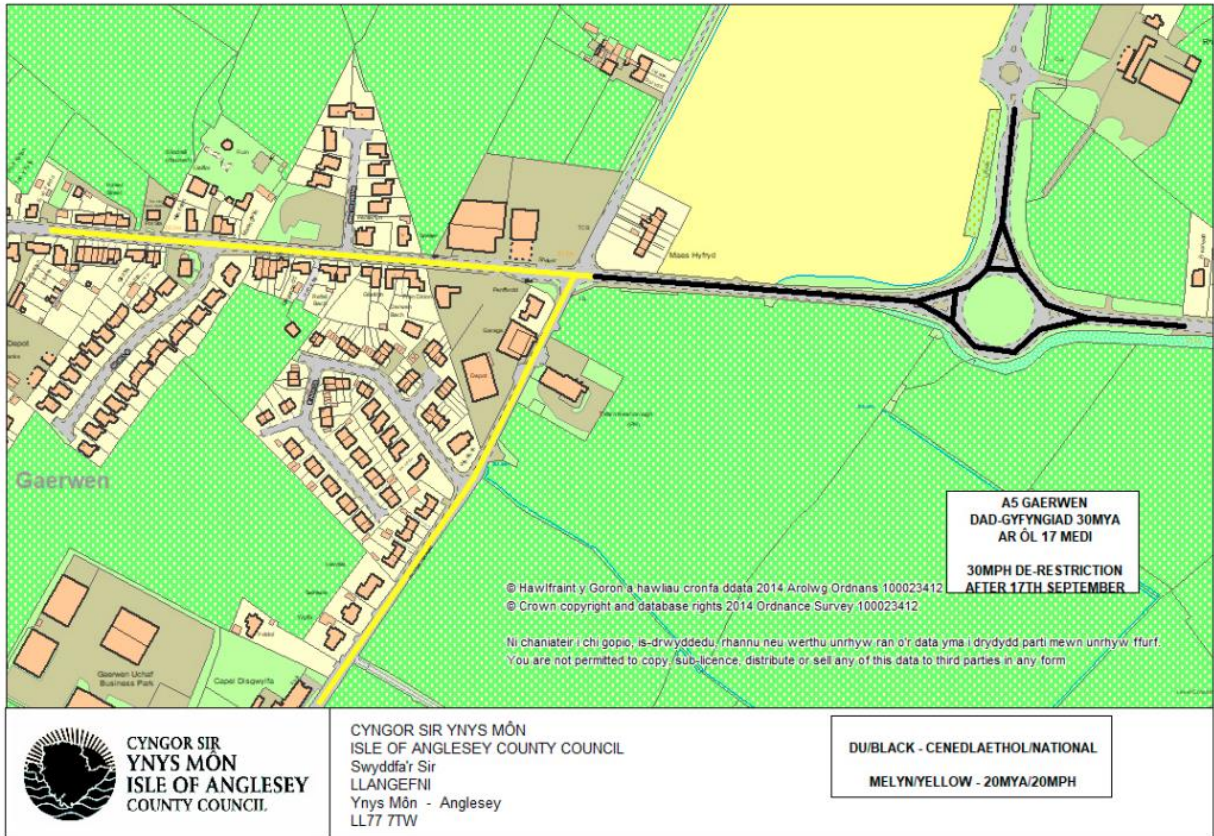


DU/BLACK - 50MYA/50MPH
 COCH/RED - 30MYA/30MPH


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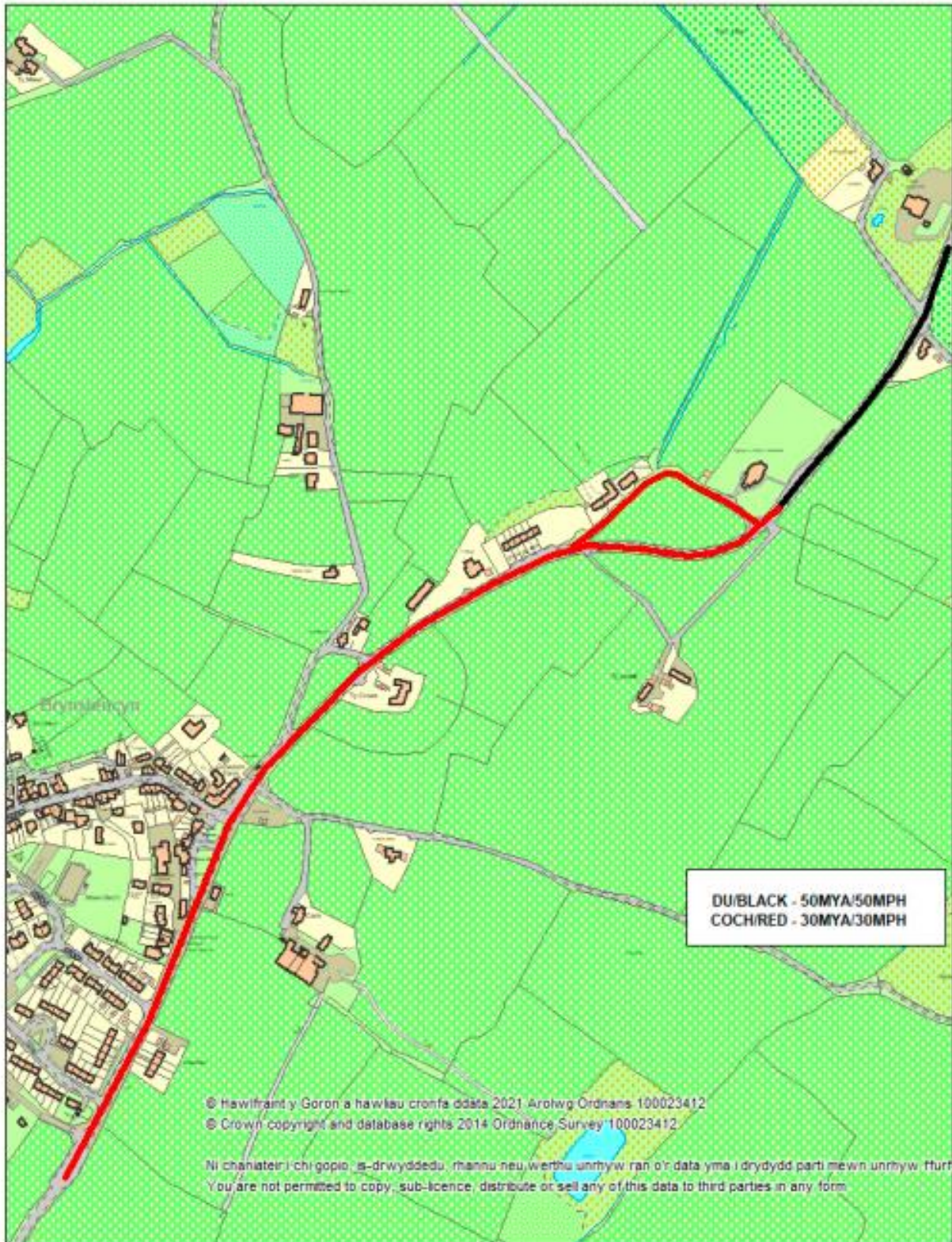
Ni chaniateir i chi gopïo, is-drwyddedu, rhannu neu werthu unrhyw ran o'r data yma i drydydd parti mewn unrhyw ffurf.
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 <p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL</p>	<p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL Swyddfa'r Sir LLANGFNII Ynys Môn - Anglesey LL77 7TW</p>	<p>A4080 Brynsiencyn Gorllewin A4080 Brynsiencyn West</p> <p>Cyn 17 Medi Before 17th September</p>
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 <p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL</p>	<p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL Swyddfa'r Sir LLANGEFNI Ynys Môn - Anglesey LL77 7TW</p>	<p>A4080 Brynsiencyn Dwyrain A4080 Brynsiencyn East</p> <p>Ar ôl 17 Medi After 17th September</p>
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**CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL**

**CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL**
Swyddfa'r Sir
LLANGFNÍ
Ynys Môn - Anglesey
LL77 7TW

**A4080 Brynsiencyn Dwyrain
A4080 Brynsiencyn East**

**Cyn 17 Medi
Before 17th September**

A5 Caergeiliog and B4545 – Four Mile Bridge

RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

GORCHYMYN CYNGOR SIR YNYS MON/ISLE OF ANGLESEY
COUNTY COUNCIL (A5 CAERGEILIOG A B4545 -
PONTRHYDYBONT) (TERFYN CYFLYMDER 30MYA) 202-

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn bwriadu gwneud Gorchymyn o dan adrannau 84(1) a (2) a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darnau o'r ffyrdd a ddisgrifir yn yr Atodleni i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Mapiau a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangedfn neu yn llyfrgell Caergybi (yn ystod oriau swyddfa arferol). Neu bydd copi o'r Gorchymyn drafft, Mapiau a'r Datganiad o Resymau'r Cyngor ar gael ar wefan y Cyngor www.ynysmon.gov.uk/gorchymynion-cyfreithiol neu fe ddanfonir copi caled o'r Gorchymyn a'r Mapiau drwy'r post ar gais ac am ddim os cysylltwch â Siwan.Jones@ynysmon.llyw.cymru neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: **2il Mehefin 2023**. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

Os gwneir y Gorchymyn ar ôl ystyried yr holl sylwadau, caiff ei wneud ar neu ar ôl 17 Medi 2023 pan fydd y terfyn cyflymder rhagosodedig o 20mya ar gyfer ffyrdd cyfyngedig wedi dod i rym.

ATODLEN 1

TERFYN CYFLYMDER 30MYA ARFAETHEDIG

A5 CAERGEILIOG

O'r gyffordd â Ffordd Cymyran am bellter o 348 metr i gyfeiriad y gogledd-orllewin.

ATODLEN 2

TERFYN CYFLYMDER 30MYA ARFAETHEDIG

B4545 - PONTRHYDYBONT

O bwynt 126 metr i'r gogledd-ddwyrain o'r gyffordd â Copperfield Close am bellter o 573 metr i gyfeiriad y gogledd-ddwyrain

CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY
COUNCIL (A5 CAERGEILIOG AND B4545 – FOUR MILE
BRIDGE) (30MPH SPEED LIMIT) ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 84(1) and (2) and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the lengths of roads described in the Schedules to this Notice.

It is possible to inspect a copy of the draft Order, Order Maps and Statement of the Council's reasons for making the Order at the Council Offices, Llangedfn or at Holyhead library during normal office hours. Alternatively, a copy of the draft Order, Order Maps and Statement of Reasons is available on the Council's website www.anglesey.gov.uk/legal-orders or a hard copy of the Order and Order Maps will be sent in the post free of charge on request if you contact Siwan.Jones@ynysmon.llyw.cymru or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **2nd June 2023**. These will be available for public inspection.

If the Order is made after taking all representations into account, it will be made on or after 17 September 2023 when the default speed limit of 20mph for restricted roads has come into force.

SCHEDULE 1

PROPOSED 30 MPH SPEED LIMIT

A5 CAERGEILIOG

From the junction with Cymyran Road for a distance of 348 metres in a north westerly direction.

SCHEDULE 2

PROPOSED 30 MPH SPEED LIMIT

B4545 – FOUR MILE BRIDGE

From a point 126 metres northeast of the junction with Copperfield Close for a distance of 573 metres in a north easterly direction.

Dyddiedig10/05/2023..... Dated

Arwyddwyd*Robyn W. Jones*..... Signed

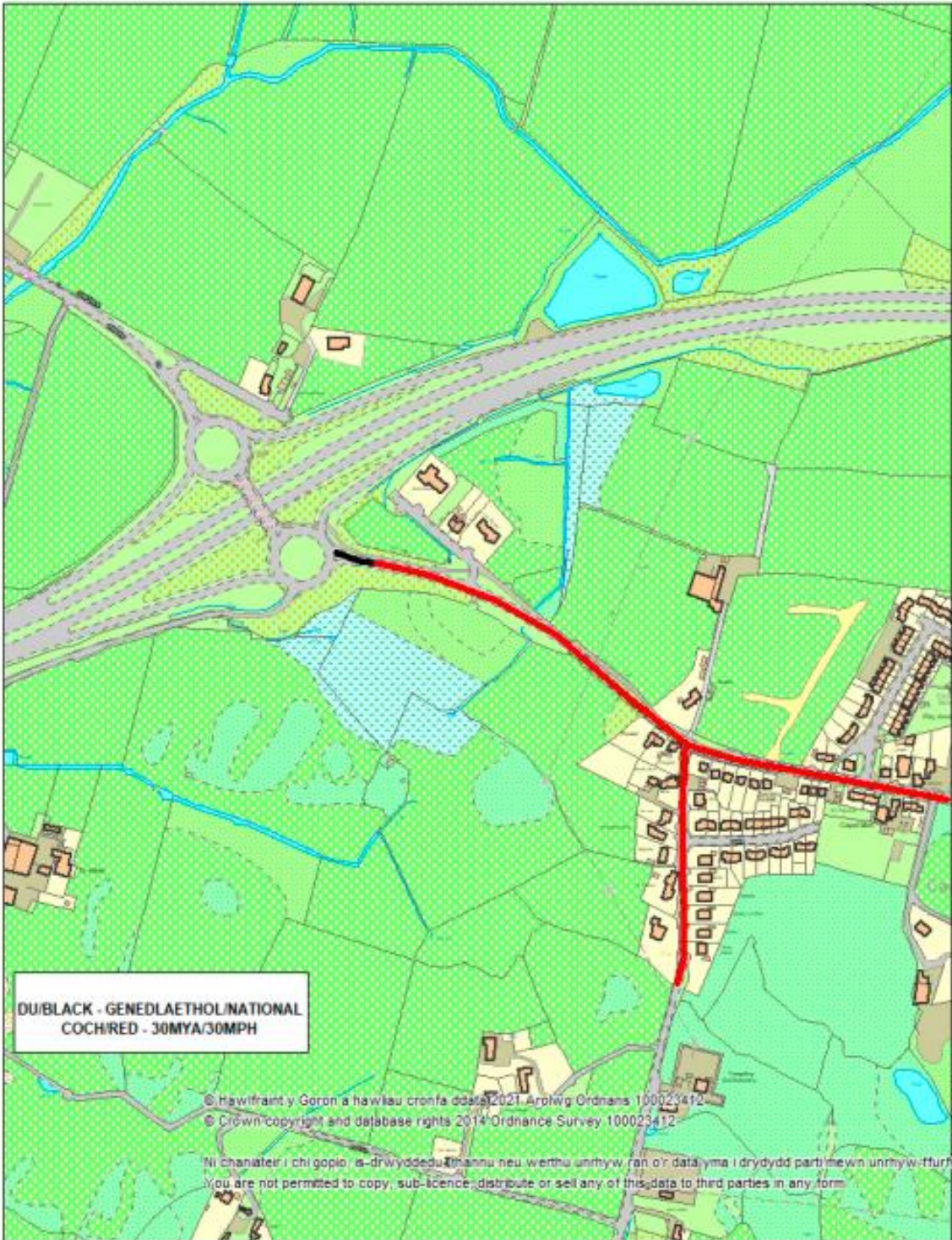
ROBYN W JONES
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager
Swyddfeydd y Cyngor / Council Offices
Llangedfn, Ynys Mon LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 752370.

For further information regarding the above please telephone 01248 752370.

Croesi i chi ddelio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.



DU/BLACK - GENEDLAETHOL/NATIONAL
COCH/RED - 30MYA/30MPH

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CYNGOR SIR
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COUNTY COUNCIL

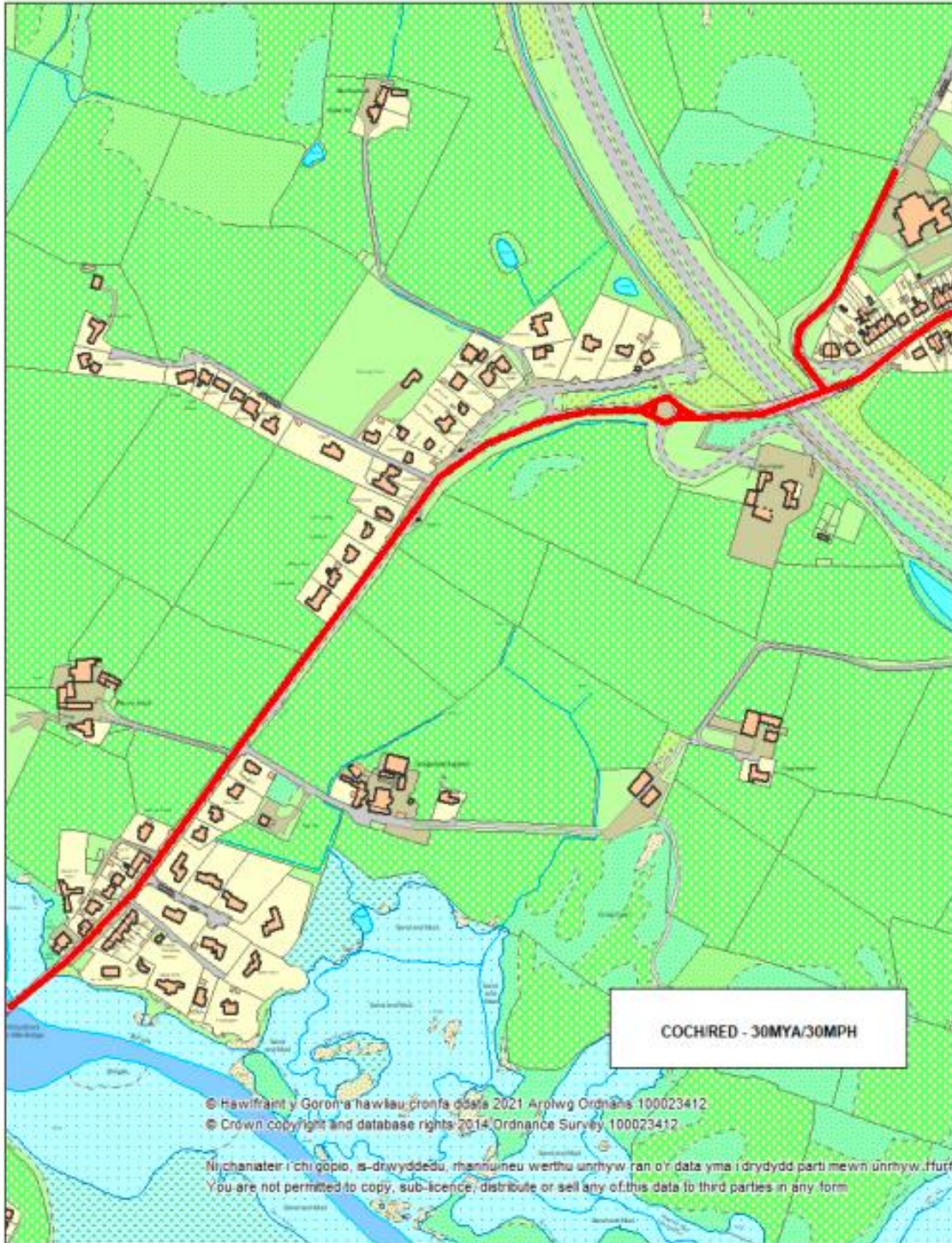
CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
Swyddfa'r Sir
LLANGEFNI
Ynys Môn - Anglesey
LL77 7TW

A5 Caereiliog

Cyn 17 Medi
Before 17th September



 <p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL</p>	<p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL Swyddfa'r Sir LLANGEFNI Ynys Môn - Anglesey LL77 7TW</p>	<p>A5 Caereiliog Ar ôl 17 Medi After 17th September</p>
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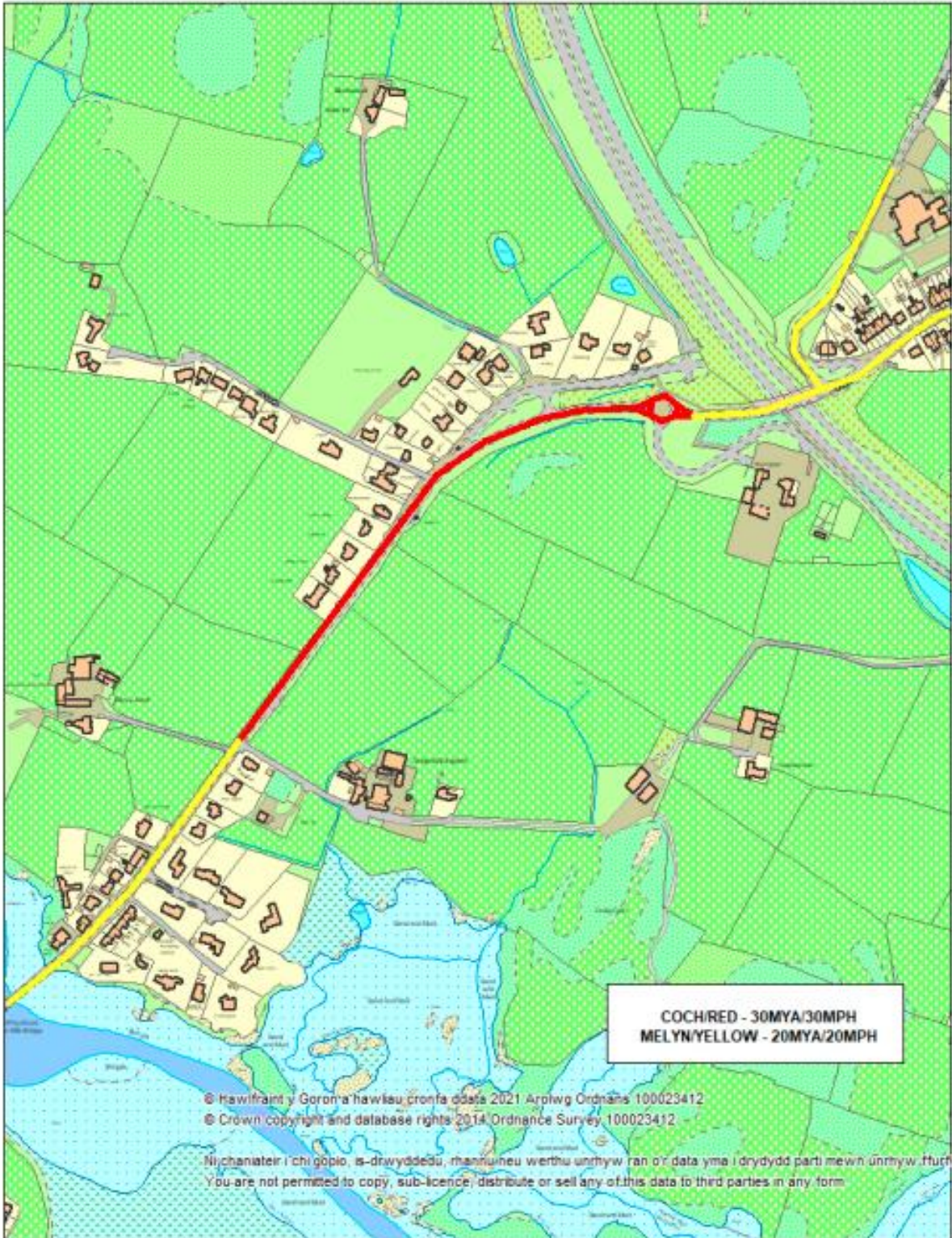



**CYNGOR SIR
 YNYS MÔN
 ISLE OF ANGLESEY
 COUNTY COUNCIL**

**CYNGOR SIR YNYS MÔN
 ISLE OF ANGLESEY COUNTY COUNCIL**
 Swyddfa'r Sir
 LLANGEFNI
 Ynys Môn - Anglesey
 LL77 7TW

B4545 Four Mile Bridge

**Cyn 17 Medi
 Before 17th September**



 <p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL.</p>	<p>CYNGOR SIR YNYS MÔN ISLE OF ANGLESEY COUNTY COUNCIL Swyddfa'r Sir LLANGEFNI Ynys Môn - Anglesey LL77 7TW</p>	<p>B4545 Four Mile Bridge Ar ôl 17 Medi After 17th September</p>
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Llangefni Link Road

RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

GORCHYMYN CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (FFORDD GYSWLLT LLANGEFNI) (TERFYN CYFLYMDER 30MYA) 202-

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/isle of Anglesey County Council yn bwriadu gwneud Gorchymyn o dan adrannau 84(1) a (2) a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darn o ffordd a ddisgrifir yn yr Atodlen i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Map a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgell Llangefni (yn ystod oriau swyddfa arferol). Neu bydd copi o'r Gorchymyn drafft, Map a'r Datganiad o Resymau'r Cyngor ar gael ar wefan y Cyngor www.ynysmon.gov.uk/gorchymynion-cyfreithiol neu fe ddanfonir copi caled o'r Gorchymyn a'r Map drwy'r post ar gais ac am ddim os cysylltwch â Siwan.Jones@ynysmon.llyw.cymru neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: **2il Mehefin 2023**. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

Os gwneir y Gorchymyn ar ôl ystyried yr holl sylwadau, caiff ei wneud ar neu ar ôl 17 Medi 2023 pan fydd y terfyn cyflymder rhagosodedig o 20mya ar gyfer ffyrdd cyfyngedig wedi dod i rym.

ATODLEN

TERFYN CYFLYMDER 30MYA ARFAETHEDIG

FFORDD GYSWLLT LLANGEFNI

O bwynt 180 metr i'r gorllewin o'r gylchfan gyda Lôn Talwrn B5109 am bellter o 2324 metr i gyfeiriad y de-orllewin.

Dyddiedig10/05/2023..... Dated

Arwyddwyd*Robyn W. Jones*.....Signed

ROBYN W JONES
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager
Swyddfeydd y Cyngor / Council Offices
Llangefni, Ynys Mon LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 752370.

Croesi i chi ddellio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (LLANGEFNI LINK ROAD) (30MPH SPEED LIMIT) ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/isle of Anglesey County Council proposes to make an Order under sections 84(1) and (2) and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the length of road described in the Schedule to this Notice.

It is possible to inspect a copy of the draft Order, Order Map and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Llangefni library during normal office hours. Alternatively, a copy of the draft Order, Order Map and Statement of Reasons is available on the Council's website www.anglesey.gov.uk/legal-orders or a hard copy of the Order and Order Map will be sent in the post free of charge on request if you contact Siwan.Jones@ynysmon.llyw.cymru or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **2nd June 2023**. These will be available for public inspection.

If the Order is made after taking all representations into account, it will be made on or after 17 September 2023 when the default speed limit of 20mph for restricted roads has come into force.

SCHEDULE

PROPOSED 30 MPH SPEED LIMIT

LLANGEFNI LINK ROAD

From a point 180 metres west of the roundabout with Lôn Talwrn B5109 for a distance of 2324 metres in a south westerly direction.

For further information regarding the above please telephone 01248 752370.

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.



COCH/RED – 30MYA/30MPH
 CYN 17 MEDI
 BEFORE 17 SEPTEMBER

Llangefni Link Road

N Scale: 1:10000

EITHRIAD ARFAETHEDIG O 20MYA
 /PROPOSED 20MPH EXCEPTION
 LLANGEFNI LINK ROAD



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Llangefni Link Road

N Scale: 1:10000

EITHRIAD ARFAETHEDIG O 20MYA
/PROPOSED 20MPH EXCEPTION
LLANGEFNI LINK ROAD



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Llanfairpwll and Menai Bridge

RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

GORCHYMYN CYNGOR SIR YNYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL (LLANFAIRPWLLGWYNGYLL A PORTHAETHWY) (TERFYN CYFLYMDER 30MYA A 40MYA) 2023

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn bariadu gwneud Gorchymyn o dan adranau 84(1) a (2) a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darnau o ffordd a ddisgrifir yn Atodlen 1 i'r Rhybudd hwn a therfyn cyflymder o 40 mya ar y darnau o'r ffordd a ddisgrifir yn Atodlen 2 i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Mapiau a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgell Porthaethwy (yn ystod oriau swyddfa arferol). Neu bydd copi o'r Gorchymyn drafft, Mapiau a'r Datganiad o Resymau'r Cyngor ar gael ar wefan y Cyngor www.ynysmon.gov.uk/gorchymynion-cyfreithiol neu fe ddanfonir copi caled o'r Gorchymyn a'r Mapiau drwy'r post ar gais ac am ddim os cysylltwch â Siwan.Jones@ynysmon.llyw.cymru neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgriflen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: 2il Mehefin 2023. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

Os gwneir y Gorchymyn ar ôl ystyried yr holl sylwadau, caiff ei wneud ar neu ar ôl 17 Medi 2023 pan fydd y terfyn cyflymder rhagosoddedig o 20mya ar gyfer ffyrdd cyfyngedig wedi dod i rym.

ATODLEN 1

TERFYN CYFLYMDER 30 MYA

1.1 A545 – LŌN CADNANT, PORTHAETHWY

O'r gyffordd â Ait Cichle am bellter o 600m i gyfeiriad y de-orllewin.

1.2 A4080 – FFORDD BRYSIENCYN, LLANFAIRPWLLGWYNGYLL

O'r gyffordd â'r A5 am bellter o 370m i gyfeiriad y de-orllewin.

ATODLEN 2

TERFYN CYFLYMDER 40 MYA

A5 – FFORDD CAERGYBL, LLANFAIRPWLLGWYNGYLL

2.1 O bwynt 195m gorllewin o'r gyffordd â Lôn Pont Rowy, am bellter o 302 metr i gyfeiriad y de-ddwyrain.

2.2 O gyffordd yr A5 gyda Lôn Pont Rowy am bellter o 10m i gyfeiriad y de.

2.3 O'r ffordd slip A55 i gyffordd yr A5 am bellter o 18m i gyfeiriad y de.

CYNGOR SIR YNYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL (LLANFAIRPWLLGWYNGYLL AND MENAI BRIDGE) (30MPH AND 40MPH SPEED LIMIT) ORDER 2023

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 84(1) and (2) and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the lengths of road described in Schedule 1 to this Notice and a 40mph speed limit on the lengths of road as described in Schedule 2 to this Notice.

It is possible to inspect a copy of the draft Order, Order Maps and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Menai Bridge library during normal office hours. Alternatively, a copy of the draft Order, Order Maps and Statement of Reasons is available on the Council's website www.anglesey.gov.uk/legal-orders or a hard copy of the Order and Order Maps will be sent in the post free of charge on request if you contact Siwan.Jones@ynysmon.llyw.cymru or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: 2nd June 2023. These will be available for public inspection.

If the Order is made after taking all representations into account, it will be made on or after 17 September 2023 when the default speed limit of 20mph for restricted roads has come into force.

SCHEDULE 1

30 MPH SPEED LIMIT

1.1 A545 – CADNANT ROAD, MENAI BRIDGE

From the junction with Cichle Hill for a distance of 600m in a south westerly direction.

1.2 A4080 – BRYNSIENCYN ROAD, LLANFAIRPWLLGWYNGYLL

From the junction with the A5 for a distance of 370m in a south westerly direction.

SCHEDULE 2

40 MPH SPEED LIMIT

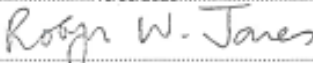
A5 – HOLYHEAD ROAD, LLANFAIRPWLLGWYNGYLL

2.1 From a point 195m west of the junction with Lôn Pont Rowy, for a distance of 302 metres in a south easterly direction.

2.2 From the A5 junction with Lôn Pont Rowy for a distance of 10m in a southerly direction.

2.3 From the A55 slip road to the A5 junction for a distance of 18m in a southerly direction.

Dyddiedig 10/05/2023 Dated

Anyddwyd  Signed

ROBYN W JONES
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager
Swyddfeydd y Cyngor / Council Offices
Llangefni, Ynys Môn LL77 7TW

Am fwy o fanylion ynghylch â'r uchod ffoniwch 01248 Llangefni, 752370.

For further information regarding the above, please telephone 01248 752370.

Croesi i chi ddalo gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

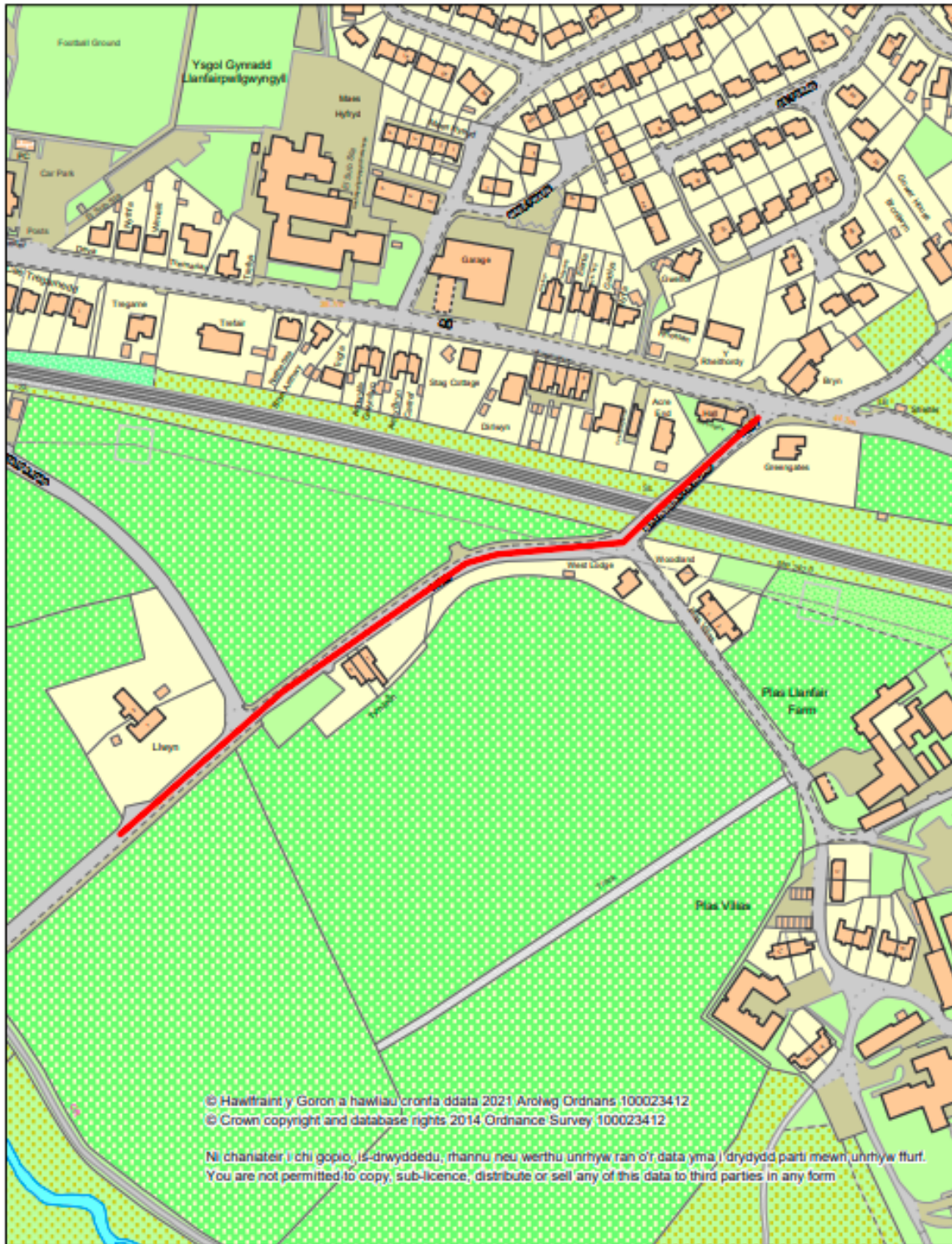
You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.



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

CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
Swyddfa'r Sir
LLANGFNI
Ynys Môn - Anglesey
LL77 7TW

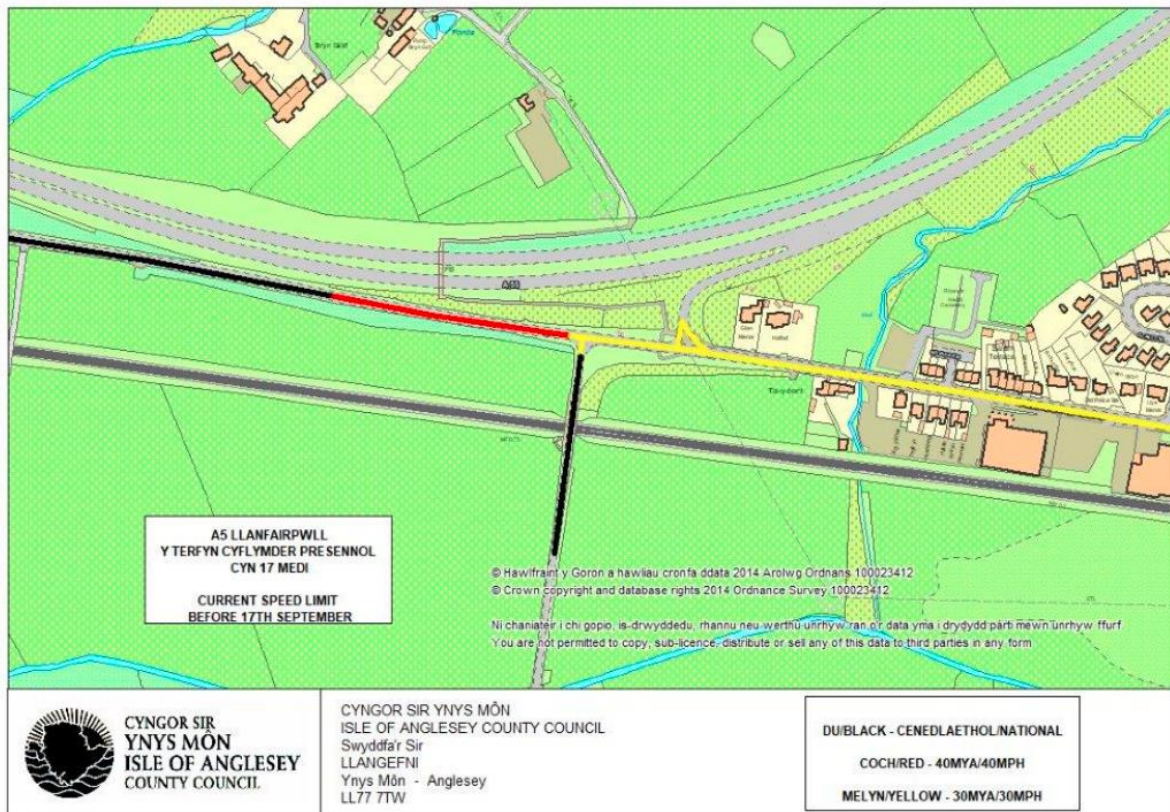
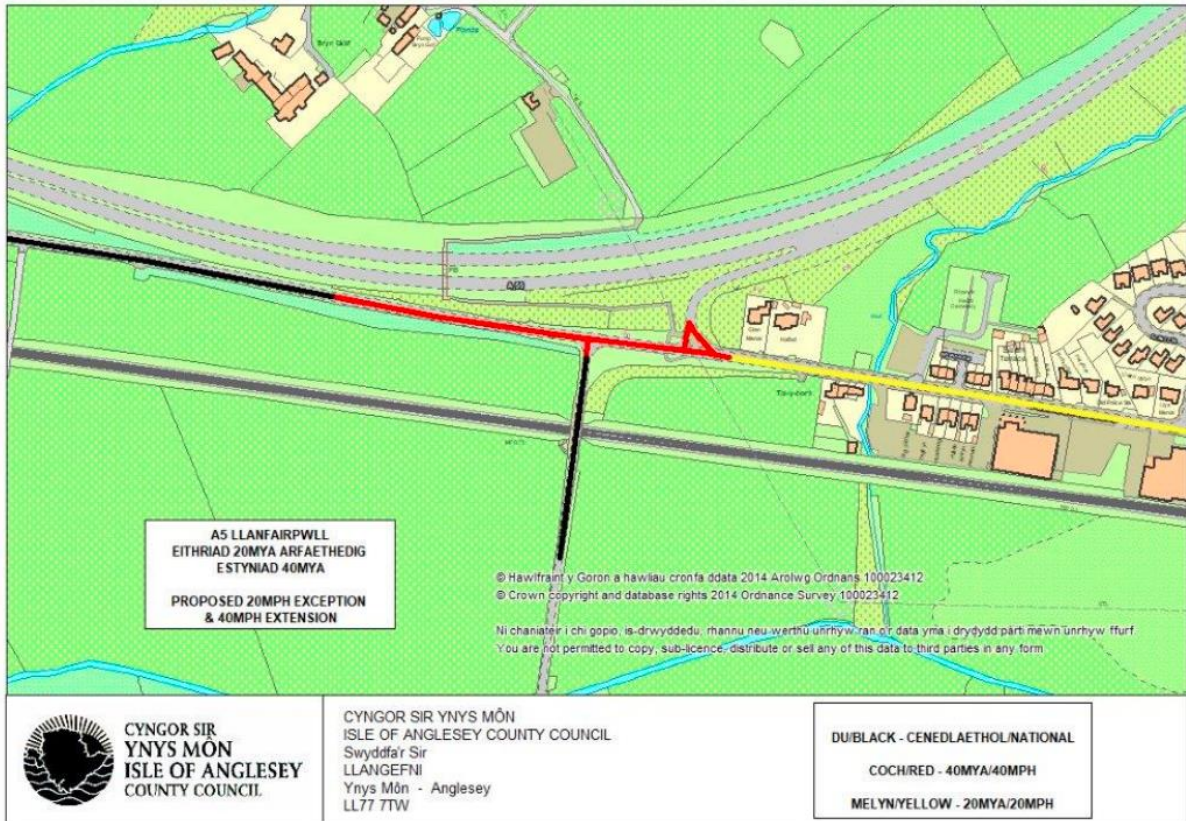
**EITHRIAD ARFAETHEDIG O 20MYA/
PROPOSED 20MPH EXCEPTION
A545 CADNANT BRIDGE**



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

**CYNGOR SIR YNYS MÔN
 ISLE OF ANGLESEY COUNTY COUNCIL
 Swyddfa'r Sir
 LLANGFN
 Ynys Môn - Anglesey
 LL77 7TW**

**EITHRIAD ARFAETHEDIG O 20MYA/
 PROPOSED 20MPH EXCEPTION
 A4080 LLANFAIRPWLL**



A5 Gwalchmai

RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

**GORCHYMYN CYNGOR SIR YNYS MON/ISLE OF
ANGLESEY COUNTY COUNCIL (A5 GWALCHMAI) (TERFYN
CYFLYMDER 30MYA) 202-**

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn bwriadu gwneud Gorchymyn o dan adrannau 84(1) a (2) a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaseth Fyrrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darn o ffordd a ddisgrifir yn yr Atodlen i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Mapiau a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgell Rhosneigr (yn ystod oriau swyddfa arferol). Neu bydd copi o'r Gorchymyn drafft, Mapiau a'r Datganiad o Resymau'r Cyngor ar gael ar wefan y Cyngor www.ynysmon.gov.uk/gorchymynion-cyfreithiol neu fe ddanfônir copi caled o'r Gorchymyn a'r Mapiau drwy'r post ar gais ac am ddim os cysylltwch â SiwanJones@ynysmon.llyw.cymru neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: 2il Mehefin 2023. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

Os gwneir y Gorchymyn ar ôl ystyried yr holl sylwadau, caiff ei wneud ar neu ar ôl 17 Medi 2023 pan fydd y terfyn cyflymder rhagosoddedig o 20mya ar gyfer fyrrdd cyfyngedig wedi dod i rym.

ATODLEN

TERFYN CYFLYMDER 30MYA ARFAETHEDIG

A5 GWALCHMAI

O'r gyffordd ger Rose Cottage am bellter o 322 metr i gyfeiriad y gogledd orllewin.

Dyddiedig10/05/2023..... Dated

Anwyddwyd*Robyn W. Jones*.....Signed

ROBYN W JONES

Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager
Swyddfeydd y Cyngor / Council Offices
Llangefni, Ynys Mon LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 752370.

Croesi i chi ddelio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

**CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY
COUNCIL (A5 GWALCHMAI) (30MPH SPEED LIMIT)
ORDER 202-**

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 84(1) and (2) and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the length of road described in the Schedule to this Notice.

It is possible to inspect a copy of the draft Order, Order Maps and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Rhosneigr library during normal office hours. Alternatively, a copy of the draft Order, Order Maps and Statement of Reasons is available on the Council's website www.anglesey.gov.uk/legal-orders or a hard copy of the Order and Order Maps will be sent in the post free of charge on request if you contact SiwanJones@ynysmon.llyw.cymru or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: 2nd June 2023. These will be available for public inspection.

If the Order is made after taking all representations into account, it will be made on or after 17 September 2023 when the default speed limit of 20mph for restricted roads has come into force.

SCHEDULE

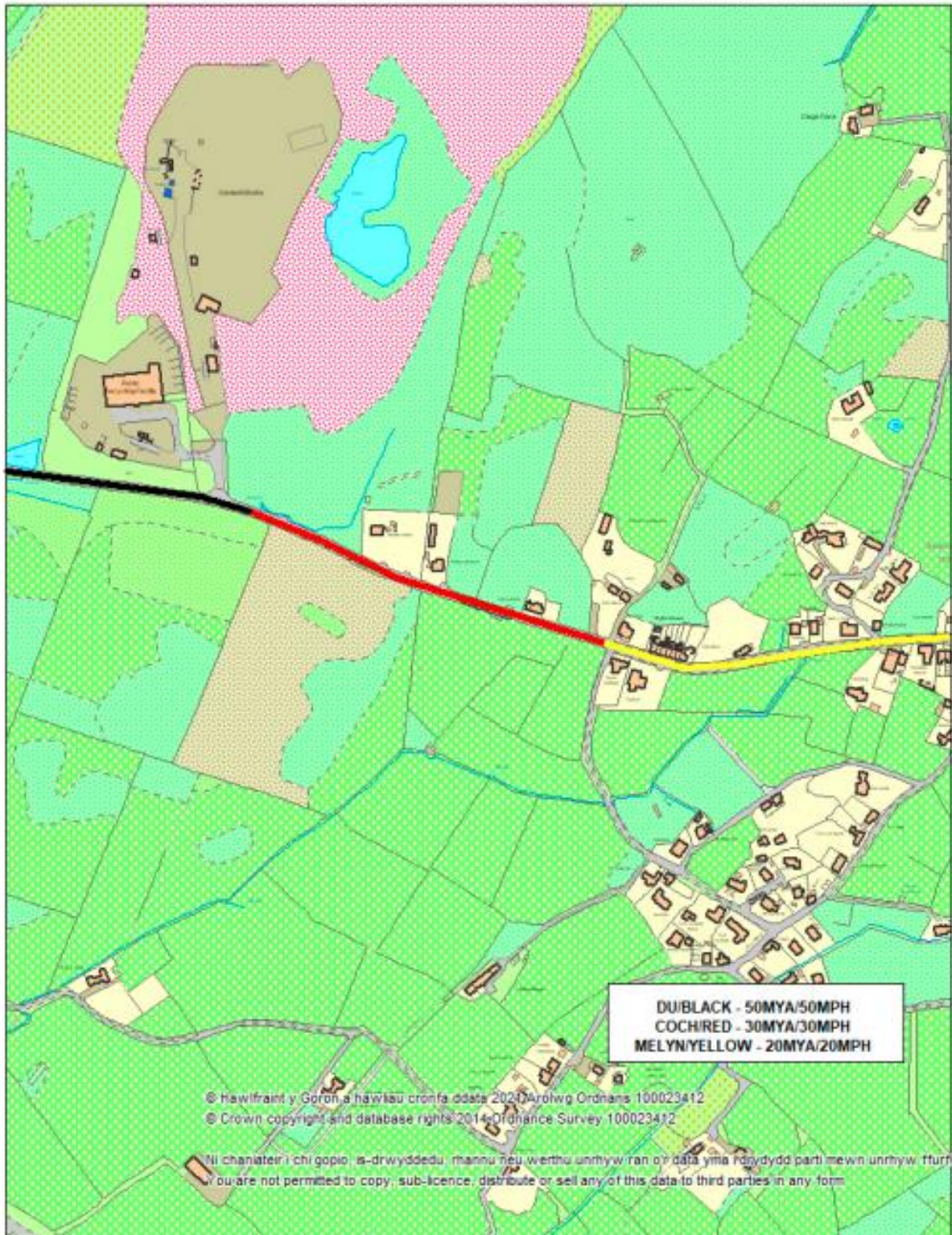
PROPOSED 30 MPH SPEED LIMIT

A5 GWALCHMAI

From the junction near Rose Cottage for a distance of 322 metres in a north westerly direction.

For further information regarding the above please telephone 01248 752370.

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.

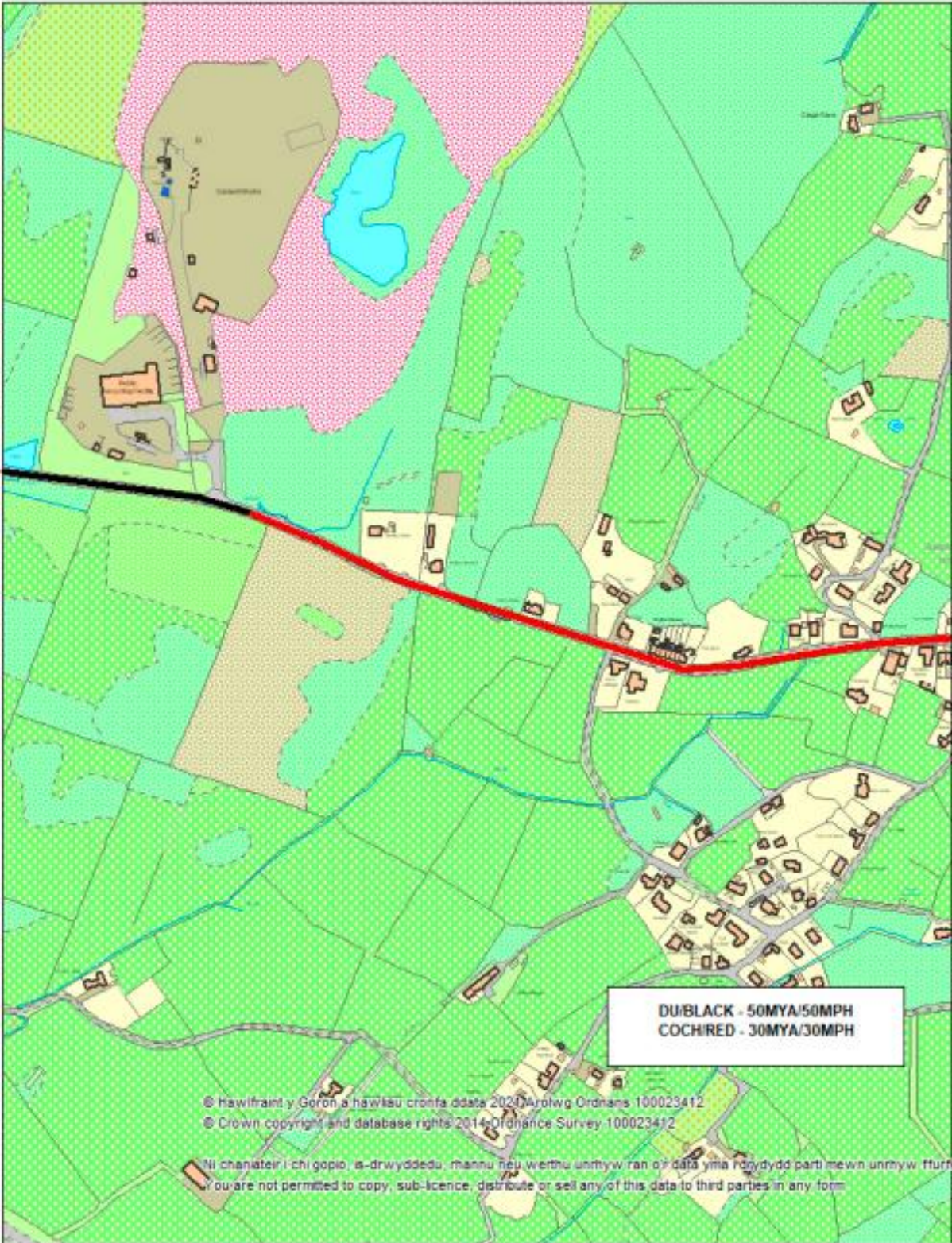


**CYNGOR SIR
 YNYS MÔN
 ISLE OF ANGLESEY
 COUNTY COUNCIL**

**CYNGOR SIR YNYS MÔN
 ISLE OF ANGLESEY COUNTY COUNCIL**
 Swyddfa'r Sir
 LLANGFNÍ
 Ynys Môn - Anglesey
 LL77 7TW

A5 Gwalchmai

**Ar ôl 17 Medi
 After 17th September**



DU/BLACK - 50MYA/50MPH
 COCH/RED - 30MYA/30MPH

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

CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
 Swyddfa'r Sir
 LLANGFNÍ
 Ynys Môn - Anglesey
 LL77 7TW

A5 Gwalchmai
Cyn 17 Medi
Before 17th September

Appendix 2

Copy of the objections and comments received at the advertising stage

Comment/Objection 1

Good Morning,

This 20mph policy comes from the present Labour controlled, car-hating, Governing Party in Cardiff - where it is the stated policy - of our DEPUTY (only) Minister for Climate Change (note NO proper Transport Minister considering the Welsh Economy, road improvements, or tourism) - to get people out of their cars, walking or cycling. This Deputy Minister does not seem to have the sense to realise that North Wales, and Anglesey, are NOT NOT NOT areas where this is practical.

It is good to see that you are giving thought to some non 20mph areas, but could you bear in mind -

People living on Anglesey and having to work well into the mainland, cannot be expected to travel great distances at 20 mph. This policy, especially if there are more cyclists on the roads, trying to avoid the multitude of pot-holes, makes these areas MORE hazardous - due to increased tail-gating, more speedo watching, so lower attention to the road, frustrated drivers are less safe AND cyclists need not stick to 20mph, NOR have insurance, or any financial penalties for carelessness.

Hoteliers on Anglesey have been saying that their guests are finding the congested roads to get to Wales too frustrating, so they are losing business to Scotland, for similar scenery without the traffic hassle, or abroad for the better weather. Holiday makers will not take kindly to souvenirs of motoring in Wales being tickets for SPEEDING at 23mph.

Although we are retired and live near Colwyn Bay, from September, we will be avoiding nearly all the hazardous 20mph areas, by only going to places that are very near the A55, eg, not travelling from Llandulas, all through Old Colwyn and Colwyn Bay, to Mochdre at max 20mph. It will be necessary to avoid the towns on the A548 from Abergele to Chester way - so we will be spending a lot of our money over the English border, despite the extra car miles, or online only.

We love Anglesey, but if long stretches of 20mph areas, repeated long at every village, are what Anglesey wants, we will enjoy ourselves on lovely Wirral instead.

It would be wonderful if Anglesey told metropolitan Cardiff that tourism + locals leisure motoring and spending + the Freeport and the Anglesey economy are important, SO persecution of motorists, (plenty of votes there) on MAM CYMRU, will cease and free flowing traffic will be made a priority, here and on the journey to North Wales.

[REDACTED]

Comment/Objection 2

I wish to object against this proposal for the following reasons:-

1. I drive from Mynydd Bodafon to Holyhead for work 5 days per week. This currently is a 40 minute drive each way. If this proposal is passed then my journey time will increase, meaning my engine will be on for longer and as such will see an increase in fuel usage, this will have a determental effect on the environment due to emissions and cost. Also this will increase the amount of wear and tear of my vehicle.
2. It is ridiculous to expect local tax payers to meet the cost of implementing this scheme in the current economic climate.
3. I fear day trippers visiting the island, a main source of income for Anglesey will be put off and visit and spend their cash elsewhere.

Regards

[REDACTED]

Comment/Objection 3

What a complete and utter joke.

It already takes forever to get from one part of the island to the other. All this is going to do is slow things down even more.

Fair play, I accept the possible use of 20mph limits outside schools etc, but to blanket the entire place, (Wales), with a reduction of the 30mph limit to 20mph is just backwards.

Why not go all the way, and bring back the walker with the red flag in front of cars.

Just another example of a half baked idea by the so called government of Wales.



Comment/Objection 4

To whom this may concern

I am a resident of Anglesey and have lived here my entire life. I am now 31 years old and have never seen a issue with the 30mph limit. I strongly object to the proposal of changing the 30mph limit to 20mph there is simply no point and has no sense behind it.

Firstly has anyone considered the huge cost changing all the signs from 30 to 20? Great use of funds....

I am unfortunately unaware when the 30mph limit was introduced, but for arguments sake let's say it was the 1970s. Back then breaks where the traditional drum type usually binded with asbestos. Car and bike breaks have come along way since then with majority of cars on the road now disc's. Not only that but the technology used in modern day vehicles means that they can usually see a hazard before the driver does.

Has anyone thought of how this effects emergency services? They have a 20mph allowance on top of the speed limit. The Welsh government are now effectively extending response times arguably putting more life's at risk!

I could see the benefits of having this idea outside a area with large foot fall such as outside a school between 7am and 5pm. Or on a high street but driving through a sleepy village i don't see the need.

The funds could be better used to educate in schools or put more cross walks in the areas! Bring back the old TV commercials that show people how to cross the roads.

I think the government need to look more into this idea and not just do it to spark headlines with "Wales the fist in the world" sometimes no press is better.

Diolch

Comment/Objection 5

i have seen the locations that are going to reduce the speed limit from 30mph to 20 mph i presume to save lives do could you enlighten us with the serious accidents, injury and deaths that have occurred on these section of roads that have been chosen in the last 5 yrs.

also air pollution comes in to this as well, to do 20mph the cars and other road users will have to change down a gear or two thus producing more pollution in buit up areas.

i'm all for road safety and saving lives but reducing speed limit from 30 to 20mph except outside schools during school opening hours will not make much difference except in the bank balance of stay safe police vans.

i await your response.

██████████

Comment/Objection 6

Dear Robyn Jones

I write regarding the list of proposed exceptions to the new 20 mph limit in built-up areas. In my view, the present 30 mph sections on the A5025 through Amlwch and Bull Bay should be added to this list. This is a through route on a fairly wide A road with good visibility and some long straight sections; housing is generally set well back from the road, and there are pavements on both sides nearly the whole way (very similar to the A5025 through Pentraeth, which, correctly, is proposed to be mostly kept at 30 mph). There may be justification for a short section of 20 mph either side of the pedestrian crossing in the centre of Amlwch, but to apply this limit to the whole of the two 30 mph sections seems disproportionate.

Reducing the speed limit on the main road is also likely to push more people travelling between Benllech and Cemaes into taking the shorter route via Ffordd Tanybryn and the B5111 Ffordd Burwen, as this would be substantially quicker than crawling along the A5025 at 20 mph. (Ffordd Tanybryn has speed bumps and is already partly 20 mph, so the new limits will make little difference to journey times on that route, whereas the A5025 will be slowed considerably.) Increasing the amount of traffic on a road that runs past a school and leisure centre hardly seems like the desired consequence of these changes.

Thank you for reading,

██████████

██████████

Comment/Objection 7

From

[REDACTED]

We note that there has been no exception made for the A5025 through Benllech.

I would like to suggest that the Council reconsider that position.

I suggest that the A5025 through Benllech be maintained as a 30mph limit.

If there is to be any 20mph limit it should be just through the village centre, ie between the bowling green and the Doctors surgery.

Regards

[REDACTED]

[REDACTED]

Comment/Objection 8

Annwyl Robyn Jones,

Dwi'n cefnogi'r cynlluniau sydd wedi cyhoeddi gan yr Adran Briffyrdd ar gyfer 20mya a'r eithriadau sydd wedi amlinellu i gadw 30mya ar rai darnau o'r priffyrdd.

Yr eiddoch yn gywir,

[REDACTED]

[REDACTED]

[REDACTED]

Comment/Objection 9

Whilst I doubt that my or any other's response to the 20 mph issue will have the slightest effect, I would in any case like to register my objections to ANY such limit with the exception of the locations of schools or similar establishments. Apart from being just another traffic annoyance measure, such new limits will achieve very little and cost a fortune.

Regards,

[REDACTED]

Comment/Objection 10

Hello Robyn,

I note the results of the trials. These were generally unfavourable. The reduced speeds led to greater congestion and emissions. Drivers and owners of roadside properties became frustrated with the delays caused by slow movement of traffic. It is surprising the Welsh Government went ahead with this policy given the negative feedback.

Considering this, 17 roads to remain 30mph is an extremely small number. Ynys Mon Council seem to have approached the changes from the wrong direction.

The policy is to reduce serious injury from accidents. So, no doubt you have identified specific roads, for example, past schools and public buildings, and used the accident statistics of accidents over the last 50 years on Ynys Mon, and in particular those that have occurred within the current 30mph limits, to identify the need for reduced speed limits.

Given this information and the results of trials it would seem reasonable that as a default 30mph limits should remain, unless identified by the above.

This would be more economical, as there would not be any need to change all the 30mph signs. Or mark roads

Whatever the outcome of the consultation it is important to monitor the effect of the changes.

20mph is going to be extremely difficult for drivers to maintain and there should be a period of at least two years to allow drivers to adjust and before drivers are fined for exceeding the limits up to 30mph.

This will alleviate concerns that this is just a revenue raising exercise.

I trust you will share my views with the consultation committee.

Please inform me if there is going to be a public meeting regarding this matter.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Comment/Objection 11

I am writing to object to the traffic regulation order for A5025, Cemaes Bay, Order 202, from 10 May 2023. The order is to set the speed limit along the A5025 at 30mph, instead of the 20mph it would be changed to after 17 September. This section of road should remain at 20mph, with the 20mph section extended to the north east until leaving the village.

As it currently stands with the 30mph speed limit, very few people drive anywhere near 30mph through this section of the A5025. The cars coming south west do not slow down at all when the speed limit changes at the current sign, and cars traveling from the roundabout heading north east absolutely gun it from the roundabout until the speed limit changes after the intersection with Gwelfor. Cars regularly travel past at 60+ mph, with the incredibly loud exhaust cars driven quite aggressively easily being hard across the entire estate, and down the river walk. On the weekends it often sounds like I live next to a racetrack.

This is a very popular section of road for people to walk through, and even though I live here I seldom walk that section of the A5025 because of the feeling of danger with so many cars driving so fast at such close proximity, there isn't any separation between the road and pavement and it's not suitable for people driving at motorway speeds. On top of that, at the intersection with Gwelfor, there are people crossing the A5025 regularly who are out for walks as the old brick works is across the street. The walkers down the road, or people crossing, often have small children with them or dogs, and the way people drive through here it's only a matter of time before something tragic happens.

Without ongoing regular enforcement I highly doubt any change will ever happen, but at least if the speed limit is set to 20mph maybe some more people will actually drive closer to 30.

Comment/Objection 12

Dear Sir,

I am writing to strongly object to the introduction of blanket 20 mph speed limits, to replace existing 30mph limits. This is nothing more than an act of gross, vindictive stupidity from the communist lunatics that run (ruin?) Wales.

Reducing the limits to this ridiculously low speed will cause more pollution (no vehicles run efficiently at 20 mph), congestion and accidents as drivers concentration will drop when travelling at unnecessarily slow speeds. The roads will be considerably more dangerous for drivers, cyclists and pedestrians.

The exemptions you propose are woefully inadequate and appear to have been chosen where the change can be implemented without too much cost (hardly the right reason to do so). No A roads, passing through towns and villages, should ever be considered for this 20mph limit for the reasons noted in the second paragraph. It seems bizarre that Amlwch and Benllech are not included in the exemptions, as the present 30mph limit on the A5025 through these seems perfectly safe and reasonable. I am not aware of high accidents levels associated with these sections of road. The lower limit can only really be justified for short sections through housing estates or where a specific hazard has been identified, but definitely not on any main road.

I'm sure that you realise that most drivers will ignore this new limit because it is unjustifiable and blatantly ridiculous. Sadly too many of the 'drive very slowly' brigade will go through these limits at little more than walking pace. This whole crazy ruling will cause an awful lot of problems but will, no doubt, generate plenty of fines which is probably what it's all about.

As this will be implemented, by the government, as an act or statute (maritime law) the consent of the people is required before it can be enforced. Without an individual's specific consent the attempted enforcement is illegal.

I understand that trials done in North Wales were not a success and some of the lower limits were removed because of the problems caused. I'm sure that you've studied these and taken note of the issues before committing to the same mistakes - if only!

I do not expect you to take any notice of the consultation as the decision has been made. Democracy at it's finest!

Regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Comment/Objection 13

Dear Sirs,

What a complete farce! We do not need 20mph anywhere except where schools are.

PLEASE stop interfering with Rhosneigr high street. You can't go faster than 20 there anyway.

What about Llanfaelog they bomb though there going past rehoboth terrace and up from Aberffraw.

Slower cars, lower gears more pollution, fuel waste and increased road rage stress!

Also sneaky again putting it out of season when less busy so to upset the people who live here permanently

It will not make people use public transport as it's not fit for purpose. I would be unemployed if I had to rely on the pathetic services on the island.

AGAINST!

Regards

A black rectangular redaction box covering the signature of the sender.

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Report to: PLANNING AND ORDERS COMMITTEE
Date: 6 SEPTEMBER 2023
Subject: CYNGOR SIR YNYNS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL
TRAFFIC REGULATION ORDER
Portfolio Holder: COUNCILLOR DAFYDD RHYS THOMAS
Lead Officer: GETHIN GILFORD
Contact Officer: ALUN ROBERTS

Nature and reasoning for report:

To report details of the objections received following advertising of a proposed Traffic Regulation Order for Bryngwran and Rhostrehwfa.

To provide a resolution regarding how the Authority should proceed with the Traffic Regulation Order in view of the objections received to the proposal for Rhostrehwfa. No objections were received to the proposal for the village of Bryngwran.

A. INTRODUCTION / BACKGROUND / ISSUES

- 1.0 The Traffic Regulation Order was proposed in response to comments received by the Highways Authority regarding obstructive parking, traffic congestion and road safety issues in Rhostrehwfa. The Highways Authority were in agreement with the complaints received in that parked vehicles along the B4422 and into Tŷ Gwyn Estate are detrimental to road safety by causing visibility problems, and problems of an obstructive nature for other road users.

Various roads in Rhostrehwfa were included in the proposed Order and are summarised as follows –

B4422

Proposed provision of double yellow lines to facilitate the free flow of traffic and in response to concerns of obstructive parking near to the junction with Tŷ Gwyn Estate and the entrance for Tafarn Y Rhos public house.

Tŷ Gwyn Estate

Proposed introduction of double yellow lines on both sides along a section of this road in response to concerns raised regarding obstructive parking on the junction of the narrow estate road.

A copy of the Notice of Proposal and plans detailing the proposed restrictions are attached in Appendix 1.

- 1.1 In the initial consultation stage no objections were received to the proposed Order.
1.2 The Emergency Services did not object to the proposal.

1.3 At the formal advertising stage two objections were received to the proposed Order. A redacted copy of the written objections is attached with this report. The objections were broadly based on the following grounds –

1.4

a) That the proposed introduction of double yellow lines would have a detrimental effect on Tafarn Y Rhos public house, and Gerlyn, the adjoining residential property trading adjacent the B4422. Both properties are owned by Frederic Robinson Ltd, one of the objectors. It was commented that although the business operator does offer private off street parking for its customers, the number is limited to 16/17 vehicles on the main car park, and use of the overflow car park at the rear. At peak times the lack of private off street parking within the curtilage of the premises requires customers to park off site.

2.0 Current Situation

2.1 The objectors detailed in 1.3 are not satisfied that the provisions within the Order are acceptable.

2.2 Two objections were received to the Order which related to the proposed introduction of double yellow lines along a section of the B4422.

Concerns had previously been raised with the County Council regarding parking on a section of the B4422. It was reported that the number and length of vehicles parked in a row on a section of the road caused traffic flow and road safety concerns.

2.4 The following Statutory Consultees were contacted –

- a) North Wales Police
- b) North Wales Fire and Rescue Service
- c) Ambulance Service
- d) The Road Haulage Association
- e) The Freight Transport Association
- f) Local Elected Members
- g) Llangristiolus Community Council

2.5 The purpose of introducing a No Waiting at Any Time restriction on this section of the B4422 was to address road safety concerns in respect of dangerous and obstructive parking. The introduction of a No Waiting at Any Time restriction as proposed would improve visibility of road users exiting Ty Gwyn Estate on to the B4422. In addition, the restriction in preventing parking on the carriageway, would facilitate the movement of traffic along the B4422, a Class 2 Highway.

In his submission, one of the objectors acknowledges that vehicles in connection with his business do park on the carriageway when there is insufficient space within the curtilage of the property.

As part of the process of considering the objections received, taking into account the objector's comments the Authority reviewed the proposal for the B4422 and Ty Gwyn Estate. During this review, a reduction in length of the current No Waiting at Any Time restriction was considered. A reduction in the length of the current No Waiting at Any Time proposal would allow for parked vehicles for a section between the junction for Ty Gwyn Estate and Tafarn Y Rhos. It was concluded that this proposal would not sufficiently improve the current situation as it would not allow for the free flow of traffic along the B4422.

The proposed restriction must also be considered in the context of the primary purpose and function of a public highway being to provide a safe and convenient passage for all users from motor vehicles to pedestrians. In the context of the B4422, its use as the provision of a convenient parking area associated with a business establishment is not consistent with this purpose, and the Highway Authority don't view this as a plausible ground for objection.

Having concluded the review process, the Highway Authority is of the opinion that the only resolution is the introduction of double yellow lines as detailed in the proposed Order and as shown on the submitted plan.

B. CONSIDERATIONS

- 3.0 The proposed Order was considered to be essential in the interest of road safety and to facilitate the safe and free flowing movement of traffic.
- 3.1 It will be for the Committee to determine if they feel that the objection received is justified or not.

C. IMPLICATIONS AND IMPACTS

- 4.0 The proposed order will amend and create additional parking restrictions in numerous locations in Bryngwran and Rhostrehwfa. With consideration to the objections received to the proposed installation of double yellow lines along a section of the B4422, the potential effect of loss of parking on the adjacent business operator should be balanced against the creation of a safer and a freer flowing route for vehicular traffic.

D. RECOMMENDATION

- 5.0 That the Committee approves the proposal in accordance with the advertised Order and plans if it is satisfied that there is no alternative solution to the traffic flow and

obstructive parking issues and resolves for the Authority to proceed and confirm the Traffic Regulation Order and Plan.

Name of report author: Daniel Jones

Job Title: Assistant Engineer Traffic and Parking

Date: 19 June 2023

Appendices

1. Notice of Proposal as advertised and plan.
2. Copies of objection received at the advertising stage.
3. Photograph received by the Authority showing the parking issue along Tan y Bryn Road.

Appendix 1

Notice of Proposal as advertised and plan

RHYBUDD O FWRIAD

GORCHYMYN CYNGOR SIR YNYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL (AMRYW LEOLIADAU BRYNGWRAN A RHOSTREHWFA) (DIM AROS AR UNRHYW ADEG) 202X

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn bwriadu gwneud Gorchymyn o dan 1, 2 a 4 o'r Ddeddf Rheoli Traffig y Ffyrdd 1984.

Pan ddaw'r Gorchymyn i rym ei effaith fydd darparu gwaharddiad aros fel y cyfeirir atynt yn yr Atodlen isod. Bydd eithriadau dan y Gorchymyn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Map a'r Datganiad o Resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgelloedd Llangefni, Rhosneigr a Caerdybi drwy apwyntiad yn unig. Neu bydd copi o'r Gorchymyn drafft, Map a'r Datganiad o Resymau'r Cyngor ar gael ar wefan y Cyngor www.ynysmon.gov.uk/gorchymynion-cyfreithiol neu fe ddanfônir copi caled o'r Gorchymyn a'r Map drwy'r post ar gais ac am ddim os cysylltwch â smjcs@ynysmon.gov.uk neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn 24ain Chwefror 2023.

Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

Atodlen

DIM AROS AR UNRHYW ADEG

1. BRYNGWRAN

A5 Stryd Fawr

Yr Ochr Ogleddol

O bwynt 25 metr i'r de ddwyrain o'r gyffordd â Lôn Ffarm am bellter o 134 metr i gyfeiriad y de ddwyrain.

Ochr Ddeheuol

a) O bwynt 21 metr i'r de ddwyrain o'r gyffordd â Stryd Salem am bellter o 17 metr i gyfeiriad y de ddwyrain.

b) O bwynt 35 metr i'r de ddwyrain o'r gyffordd â Lôn Ffarm am bellter o 44 metr i gyfeiriad y de ddwyrain.

2. RHOSTREHWFA

2.1 B4422

Yr Ochr Ogleddol

O bwynt 14 metr i'r gogledd ddwyrain o'r gyffordd ag Ystad Tŷ Gwyn am bellter o 101 metr i gyfeiriad y de orllewin.

2.2 Stad Tŷ Gwyn

Ar y ddwy ochr o'r gyffordd gyda'r B4422 am bellter o 9 metr i gyfeiriad gogledd orllewinol.

NOTICE OF PROPOSAL

CYNGOR SIR YNYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL (VARIOUS LOCATIONS BRYNGWRAN AND RHOSTREHWFA) (NO WAITING AT ANY TIME) ORDER 202X

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under 1, 2 and 4 of the Road Traffic Regulation Act 1984.

The effect of the Order will provide for the prohibition of waiting as referred to in the Schedule hereto. Exceptions are provided in the Order.

It is possible to inspect a copy of the draft Order, Order Map and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Llangefni, Rhosneigr and Holyhead libraries by appointment only. Alternatively, a copy of the draft Order, Order Map and Statement of Reasons is available on the Council's website www.anglesey.gov.uk/legal-orders or a hard copy of the Order and Order Map will be sent in the post free of charge on request if you contact smjcs@ynysmon.gov.uk or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the 24th February 2023.

These will be available for public inspection.

Schedule

NO WAITING AT ANY TIME

1. BRYNGWRAN

A5 High Street

North Side

From a point 25 meters south east of the junction with Lôn Ffarm for distance of 134 meters in a south easterly direction.

South Side

a) From a point 21 meters south east of the junction with Salem Street for a distance of 17 meters in a south easterly direction.

b) From a point 35 meters south east of the junction with Lôn Ffarm for distance of 44 meters in a south easterly direction.

2. RHOSTREHWFA

2.1 B4422


North Side

From a point 14 meters north east of the junction with Tŷ Gwyn Estate for a distance of 101 meters in a south westerly direction.

2.2 Tŷ Gwyn Estate

On both sides from the junction with the B4422 for a distance of 9 meters in a north westerly direction.

Dyddiedig 01/02/2023 Dated

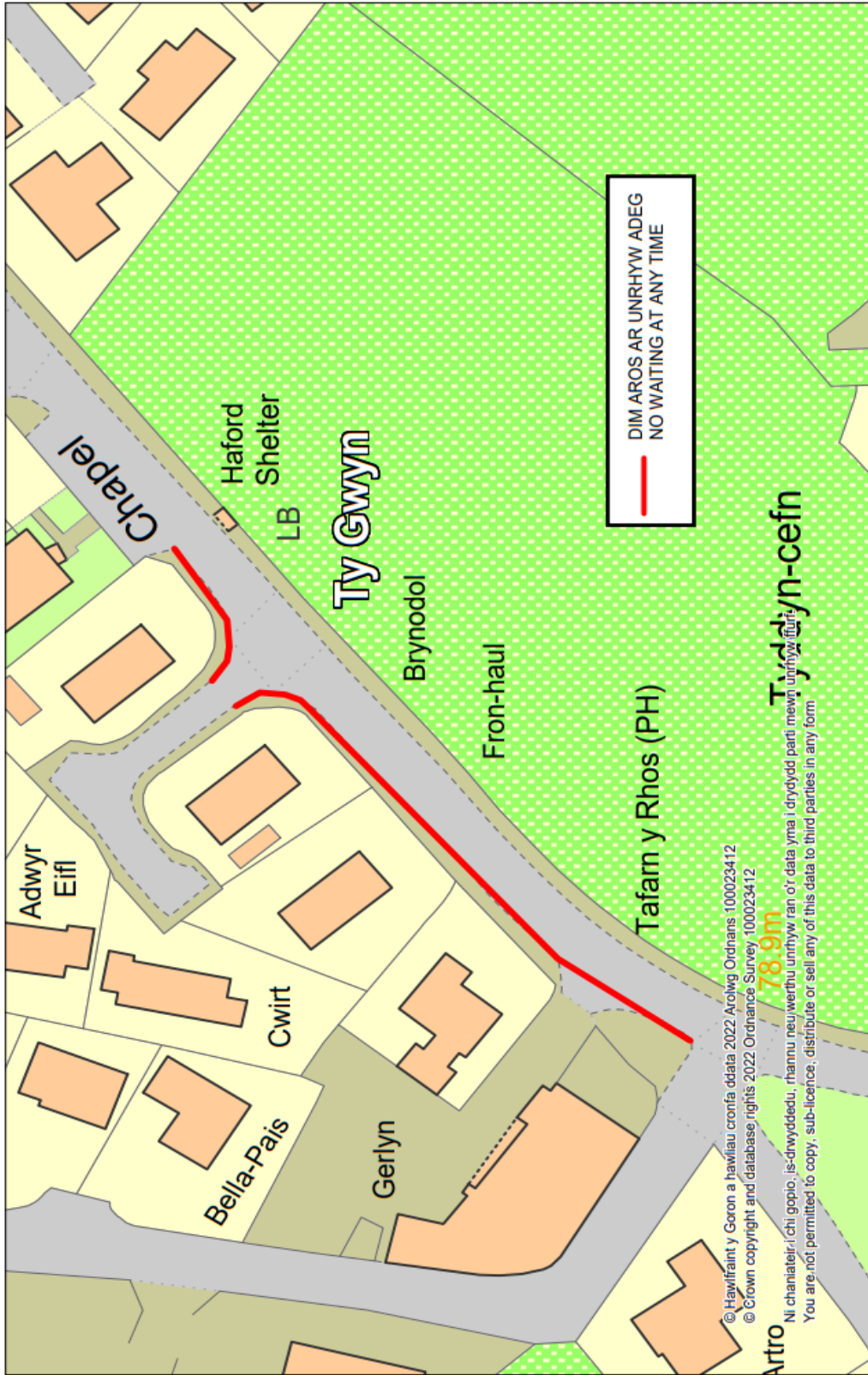
Anwyddwyd  Signed
Robyn W Jones
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager
Swyddfeydd y Cyngor / Council Offices
Llangefni, Ynys Môn LL77 7TW

Am fwy o fanylion ynghŷn â'r uchod ffoniwch Adran y Rheolwr Gyfarwyddwr, Adain Gyfreithiol, Llangefni, 752591, rhif cyf HT-024551-SMJ

Croeso i chi ddelio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn ddwy iaith.

For further information regarding the above, please telephone the Managing Director's Department, Legal Section, Llangefni 752591 ref HT-024551-SMJ

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.



— DIM AROS AR UNRHYW ADEG
NO WAITING AT ANY TIME

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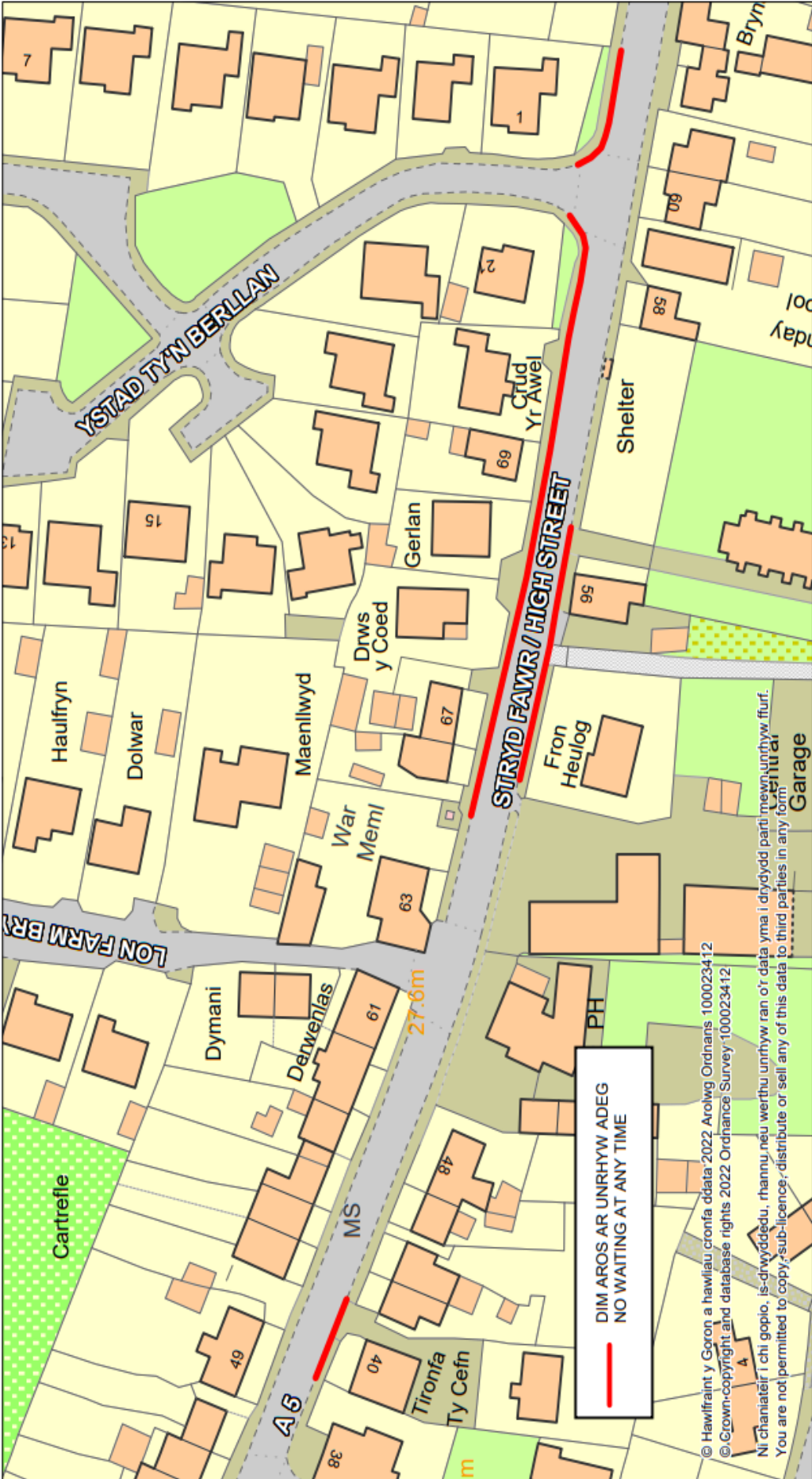
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CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL

CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
Swyddfa'r Sir
LLANGEFNI
Ynys Môn - Anglesey
LL77 7TW

GORCHYMYN TRAFFIC ARFAETHEDIG/
PROPOSED TRAFFIC ORDER
B4422 RHOSTREHWFA



**DIM AROS AR UNRHYW ADEG
NO WAITING AT ANY TIME**



CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
Swyddfa'r Sir
LLANGEFNI
Ynys Môn - Anglesey
LL77 7TW

**GORCHYMYN TRAFFIC ARFAETHEDIG/
PROPOSED TRAFFIC ORDER
A5 BRYNGWRAN**

Appendix 2

Copy of the objection received at the advertising stage

Good morning .

Having been made aware of a plan to install double yellow lines from the Tafarn Y Rhos.

I object to this decision on the grounds of the impact it will have upon my our business. We have 11 b&b rooms plus the pub restaurant with very limited parking space.

We have 17 spaces on the main carpark and the use of the overflow carpark at the rear.

The placement of double yellow lines will have a severe impact upon our business, no accidents have happened in the 5 years of us being at the Tafarn Y Rhos plus for the short

Length of time cars do park on the road there has never been an issue. There is ample room for cars buses and lorry's to pass safely.

I believe the decision for these lines is based upon residents struggling to get in and out of the near by cul de sac.

We have a steady flow of traffic in and out of the car park at Tafarn Y Rhos with no issues at all. The estate in question may have one or two cars every three hours

The decision to place these double yellow lines from the Tafarn Y Rhos will effectively impact our customers therefore impacting the business, meaning

The loss of jobs. We employ 40 staff with 10 staff being on duty at any one time.

If this decision to put yellow lines from the Tafarn Y Rhos goes ahead it would most probably create the loss of most of our staff

.

I would also like to say I live next door to the Tafarn Y Rhos and have not communication from the highways to tell us of the proposal to place double yellow lines outside my place of residence.

Regards



Sent from [Mail](#) for Windows

Dear Mr Roberts,

Further to our conversation earlier this morning I confirm Frederic Robinson own the Tafarn y Rhos public house and Gerlyn the adjoining residential property and would like to raise a formal objection to the proposal to install double yellow lines along part of the B4422.

Our Company were disappointed to have received no prior notice of the proposed Traffic Order to implement a no stopping area along the B4422 nor have we been invited to engage with the Council or neighbours over this proposal prior to this consultation. We are also not aware of any incidents that may have arisen on this stretch of highway to result in such a proposal.

The Tafarn y Rhos is a long standing business which employs in excess of 40 local people under the control of our current licensee. As you are aware the hospitality business has suffered greatly over the past three years due to the pandemic and now faces further issues with the cost-of-living crisis.

The Tafarn y Rhos is a drive too destination and thus car parking is crucial to its continued survival as a profitable business. The property does have an onsite car park which provides 16 car parking spaces which in busy times requires customers to park off site. As most customers, many of whom are elderly, drive to the property it is essential car parking is available near to the property.

Trade at the Tafarn y Rhos also relies heavily on the occupancy of the hotel accommodation. The property has 11 bedrooms which are used by holiday makers visiting Anglesey, wedding guests attending weddings at Hen Blas and contractors working on the island. Due to limited transport on the island the vast majority of these customers will have travelled to Anglesey by car and therefore require a space to park their car.

If the proposed Traffic Order is implemented the lack of nearby on street parking will have a negative affect on the trade at the Tafarn y Rhos. The neighbouring roads to the south and south west of the Tafarn y Rhos both already have double yellow lines on them which further restricts any nearby parking

There are no Council car parks in Rhostrehwfa. There are 8 Council car parks in Llangefni the nearest of which is 3 miles away, 7 of these car parks are pay and display. None of these car parks provide a viable parking option for the Tafarn y Rhos business or neighbouring residential properties.

The stretch of B4422 along which the yellow lines are proposed is a straight stretch of road with clear visibility from both directions and for drivers turning right onto it from Std Ty Gwn and Stad Swn y Gwynt.

Retention of staff within the hospitality industry, especially in rural areas where provision of public transport is limited, is a major problem for businesses especially those where the staff are working anti-social hours. An employer will have a duty of care to ensure their staff can easily and safely access parking near to their place of work especially when they are leaving their place of work late at night. If this proposal is introduced lone female members

of staff may face having to walk some distance to their car at night which is unacceptable. Restricted parking options for staff will without doubt affect the retention and recruitment at this business which may well have a negative effect on employment .

The property adjoining Gerlyn is let independently of the business and contributes to the rental housing stock for local people. The lack of car parking for its residents may also affect our ability to easily let the property to a local person who is working as they are likely to have a car and this a requirement for a place to park it.

Customers who arrive at the Tafarn y Rhos and who are unable to park their car within close proximity of the property will without doubt either park in the residential side streets of Bryn Hwfa and Llys y Rhos or decide to drive on to another hostelry where they can safely park. Parking in either of the nearby residential side streets will only create an issue within these where there is likely to be more pedestrians including children seeking to cross the roads.

A restriction on the availability of on street car parking along the B4422 will have a negative effect on the trade of the Tafarn y Rhos in terms of numbers of customers and staff retention for the reasons cited above.

We would also bring to your attention the negative affects yellow lines would have on Cana Chapel. Vast numbers of cars drive the Chapel when a funeral is held there and other services. The chapel has limited parking in front which accommodates the hearse only.

We do not consider the impacts on the business have been considered by the Council and do not agree the introduction of double yellow lines in the proposed location is warranted given there have been no road traffic collisions or incidents along this stretch of road.

We would welcome the Council reviewing this proposal and considering alternative measures, if they are required to deal with highway issues in this location and to show support to local businesses and local employment which is so very important economically to the wider community and island.

I would be grateful if you could confirm receipt of this objection and confirm what the process is with regard to this Traffic Order being further considered.

Yours sincerely,

[Redacted signature block]



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