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CYNGOR SIR
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COUNTY COUNCIL

Mr Dylan J. Williams
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RHYBUDD O GYFARFOD	NOTICE OF MEETING
PWYLLGOR CYNLLUNIO A GORCHMYNION	PLANNING AND ORDERS COMMITTEE
DYDD MERCHER, 1 TACHWEDD, 2023 am 1.00 o'r gloch yp	WEDNESDAY, 1 NOVEMBER 2023 at 1.00 pm
CYFARFOD RHITHIOL - SIAMBR Y CYNGOR, SWYDDFEYDD Y CYNGOR, LLANGEFNI AC YN RHITHIOL DRWY ZOOM	HYBRID MEETING -COUNCIL CHAMBER, COUNCIL OFFICES, LLANGEFNI AND VIRTUALLY THROUGH ZOOM
Swyddog Pwyllgor	Ann Holmes 01248 752518 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

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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 or Officer in respect of any item of business.

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3 MINUTES_(Pages 1 - 18)

To submit, for confirmation, the minutes of the previous meeting of the Planning and Orders Committee held on 4 October, 2023.

4 SITE VISITS

None to be considered at this meeting.

5 PUBLIC SPEAKING

6 APPLICATIONS THAT WILL BE DEFERRED

None to be considered by this meeting.

7 APPLICATIONS ARISING_(Pages 19 - 20)

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

8 ECONOMIC APPLICATIONS

None to be considered by this meeting.

9 AFFORDABLE HOUSING APPLICATIONS

None to be considered by this meeting.

10 DEPARTURE APPLICATIONS

None to be considered by this meeting.

11 DEVELOPMENT PROPOSALS SUBMITTED BY COUNCILLORS AND OFFICERS

None to be considered by this meeting.

12 REMAINDER OF APPLICATIONS_(Pages 21 - 172)

12.1 – DIS/2023/17 – Former Roadking Truckstop, Parc Cybi, Holyhead.
[DIS/2023/17](#)

12.2 – VAR/2022/71 - Former Roadking Truckstop, Parc Cybi, Holyhead.
[VAR/2022/71](#)

12.3 – FPL/2023/61 – Taldrwst, Lon Fain, Dwyran
[FPL/2023/61](#)

12.4 – FPL/2023/42 – Treiddon, Beach Road, Menai Bridge
[FPL/2023/42](#)

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12.5 – FPL/2023/235 – Isle of Anglesey County Council, Llangefni
[FPL/2023/235](#)

12.6 – VAR/2023/59 – Bryn Goleu Touring Caravan Site, Bryngwran
[VAR/2023/59](#)

12.7 – VAR/2023/41 - A5025 between A5 East of Valley Junction to Power Station, Cemaes
[VAR/2023/41](#)

12.8 – VAR/2023/40 – Bryn Estate, Llanfaethlu
[VAR/2023/40](#)

12.9 - FPL/2021/124 – Bodwina Bellaf, Gwalchmai
[FPL/2021/124](#)

13 OTHER MATTERS

None to be considered by this meeting.

Planning and Orders Committee

Minutes of the hybrid meeting held on 4 October 2023

- PRESENT:** Councillor Ken Taylor (Chair)
Councillor Glyn Haynes (Vice-Chair)
- Councillors Geraint Bebb, Jeff M Evans, Neville Evans,
T LI Hughes MBE, John Ifan Jones, Dafydd Roberts,
Robin Williams and Liz Wood
- IN ATTENDANCE:** Development Management Manager (RLJ),
Group Engineer (Development Control) and Traffic Management
(AR),
Planning Assistants,
Planning Portal and Systems Support Officer (MO),
Legal Services Manager (RJ),
Committee Officer (MEH).
- APOLOGIES:** Councillors Jackie Lewis and Alwen Pennant Watkin
- ALSO PRESENT:** Local Members: Councillors Non Dafayd (application 7.2); Paul
Ellis (application 7.2); Douglas Fowlie (application 12.6); Margaret
M Roberts (application 7.2); Ieuan Williams (12.2)
- Councillor Derek Owen
-

1 APOLOGIES

As noted above.

2 DECLARATION OF INTEREST

Councillor Liz Wood declared a personal interest in application 12.2 – Rynys
Caravan Park, Penrhoslligwy, Dulas.

3 MINUTES

The minutes of the previous meeting of the Planning and Orders Committee held
on 6 September, 2023 were confirmed as correct.

4 SITE VISITS

The minutes of the Site Visits held on 20 September, 2023 were confirmed as
correct.

5 PUBLIC SPEAKING

There were Public Speakers in respect of applications 7.1, 7.2, 12.1, 12.2.

6 APPLICATIONS THAT WILL BE DEFERRED

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

7 APPLICATIONS ARISING

7.1 FPL/2023/155 – Full application for the conversion of the outbuilding into holiday unit together with associated works at Llwyn Onn, Llanfairpwll

The application was presented to the Planning and Orders Committee at the request of a Local Member. At the meeting held on 6 September, 2023 it was resolved that a physical site visit be undertaken to the site. The site visit was subsequently held on 20 September, 2023.

Public Speakers

Mr Elfed Roberts addressed the Committee **as an objector** to the proposal and said that he appreciated that the Committee had undertaken a site visit to the site and to view how dangerous the access is to the A4080 highway. He said that he would refer to three main reasons as to why the application should be refused. He noted firstly that safety issues should be considered and said that the Highways Section should have followed their previous decision in 2016 that a condition needed to be included that the A4080 should conform with national standards as regards to splay visibility and as a result the junction is dangerous as it is not possible to see clearly for 70 metres whist driving onto the highway; this is an accident waiting to happen in this location. Increasing the traffic to the proposed site would endanger more lives. Secondly, he referred to overdevelopment of tourist development which has already had a negative effect in communities such as Rhosneigr and Moelfre. He considered that there is no justification for more holiday lets in this area as was expressed in the Community Council who had objected to this application. He further said that he considered that there are enough holiday lets in the area such as Plas Coch, Parc Eurach, Plas Newydd Cottages and a number of other holiday accommodation; approval of this application would endanger the balance of the area. In the vicinity of Llwyn Onn, there are 11 permanent residential dwellings with a number of these residents learning the Welsh language. He expressed that it was essential to develop the Welsh language and this application is against policies in encouraging people to learn the Welsh language. The number of full-time residences compared to the 24 beds within the holiday lets at Llwyn Onn will result in the character and tranquillity of the area be taken over by people on holidays during the holiday period. Thirdly, he referred to the strength of the objection to the development by residents of the community as they consider that the proposal will be overdevelopment of the site and will affect the nature of wildlife in the vicinity of the site. The development is mainly to generate income for the applicant who lives in Derbyshire.

Mr Rhys Davies addressed the Committee **as the applicant Agent in support of the application** saying that he wished to respond to the comment by the objector as regards to the applicant living in Derbyshire, he noted that the developer Amos Group Ltd., are a registered company on Anglesey who employ 70 local people on a full-time and part-time basis on various development projects across the Island. During the site visit it was evident as to the high standards of the work of the company and they have invested millions into the local economy and supported local suppliers of building materials for several years. The applicant fully supports the Officer's recommendation as regards to the application. He further said that as was viewed during the site visit this application is for the conversion of a traditional vacant barn which used to form part of the Llwyn Onn farm estate, and it is important that farm buildings are used for the future and a holiday let is the option that planning policies allow at present. He stressed that the proposal will not result in the loss of existing residential accommodation as sustainable re-use needs to be undertaken. The proposal does not conflict with Welsh Government's measures introduced last year which tries to protect existing housing stock being used as holiday accommodation. He expressed that this application is to create a holiday let that is currently not in use which put less pressure on the housing stock if someone converts a home into a holiday let. Mr Davies referred that it is acknowledged that there are holiday lets at Llwyn Onn at present, however, these developments were developed as open market dwellings and there are no restrictions nor conditions on these premises solely as holiday accommodation. He referred that he wished to correct the reference to the ancient woodland noted in the Officer's report as it should refer as a plantation on an ancient woodland as there is significant differences between the two designations. The planting of 200 trees and hedgerows will restore the biodiversity of the woodland is proposed. Mr Davies further said that the applicant considers that the proposal accords to the Development Plan and will deliver significant ecological benefit as regards to the landscape enhancement to the woodland.

The Development Management Manager reported that the site is in open countryside of the Llanfairpwll area in a position set back from the A4080 highway and adjacent to the Llwyn Onn site. Access is provided via an existing vehicular access which serves the Llwyn Onn site. Work had been undertaken to the external building, however, following an enforcement investigation the works can be considered as maintenance works and no planning permission was required. The Case Officer noted that following the site visit trees had been felled but as they are not protected by TPO and are not located in a conservation area, planning permission was not required. Natural Resources Wales are aware of this matter and are currently investigating the issue as regards to environmental issues which do not relate to the planning process. He referred that the building 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, except for 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. 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. The Development Management Manager further said that 15 letters of objections had been received as regards to the application which were noted within the Officer's report together with the response to the objections. He noted that the principle of such a development is assessed against policy TWR 2 of the Joint Local Development Plan as was noted within the report. In order to demonstrate the suitability of the building, a structural survey was provided by the applicant. The survey concluded that the building is structurally sound and is suitable for the proposed scheme without the need for any major rebuilding or structural works. In addressing the concerns as regards to over-development of the site a Business Case was provided which demonstrates the scheme is viable and non-speculative in nature and as such the Planning Authority is satisfied that the scheme would not amount to an over-concentration of such accommodation. The latest Council Tax figures as regards to holiday lets and second homes shows that the percentage in Llanddaniel Fab is 2.38% which is substantially lower than the threshold of 15% which is identified within the Supplementary Planning Guidance.

The Development Management Manager further said that the Highways Authority has not raised concerns regarding access or impact on the local highway network as the site will be using the current access to the Llwyn Onn site. The Ecology Officer and Natural Resources Wales are satisfied with the Ecological Report. The applicant has afforded a Landscape Strategy Plan which has been included in Condition (03) of any approval of the application with the planting of over 200 trees and 100 metres of hedgerow which will improve the biodiversity of the site together with the erection of bird and bat boxes. The recommendation was of approval of the application.

Councillor Dafydd Roberts, and a Local Member said that Llanedwen is identified as a Special Area of Landscape and is in open countryside. There are several old agricultural buildings which have already been converted to holiday lets in the area. He noted that there is a need for residential properties in the area and planning policies are restrictive in only allowing for the conversion of this proposal into a holiday accommodation which may not be viable in 5 years due to the over subscription of holiday accommodation at present.

The Development Management Manager responded that he acknowledged that the application site is within open countryside and residential dwelling is not acceptable within the site due to current policies within the Joint Local Development Plan. The application complies with planning policy TWR 2 and the site is sustainable as there is a footpath near the site to Llanfairpwll and a bus stop near the site.

Councillor John I Jones said that he considered that there is over-development of such holiday accommodation in the area. He questioned whether it is contrary to policies within the Joint Local Development Plan due to over

Supply of such holiday units. The Development Management Manager responded that as previously reported that the percentage of Council Tax provision for holiday homes and holiday lets in the area is 2.38% and the threshold identified within the Supplementary Planning Guidance is 15%. He noted that the purpose-built holiday units at Plas Coch and others in the area are not included within the definition of a second home or holiday let.

Councillor Robin Williams said that when the current Joint Local Development Plan was produced the 15% threshold for holiday homes and holiday let may have been too high and there will be a need to re-evaluate the percentage within the new Local Development Plan in the future. He said that he sympathised with the objectors to this application, but he was aware that any refusal of the application could result in costs to the Council if the applicant was to appeal the decision. Councillor Williams proposed that the application be approved. Councillor Jeff Evans seconded the proposal of approval.

Councillor Dafydd Roberts proposed that the application be refused due to over-development of holiday homes and holiday lets in the area. Councillor John I Jones seconded the proposal of refusal.

Following the vote of 5 in support of the application and 3 against:-

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

7.2 FPL/2022/186 – 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 Esgobaeth Bran, Llanbedrgoch

The application was presented to the Planning and Orders Committee at the request of two Local Members due to local concerns. At the meeting held on 6 September, 2023 it was resolved that a physical site visit be undertaken to the site. The site visit was subsequently held on 20 September, 2023.

Public Speakers

Ms Catrin Owen addressed the Committee **as an objector** to the proposal and said that she was representing the 123 objectors who oppose this application. She said that in an ideal situation the community would support such an enterprise by a local family but unfortunately there are valid reasons that have been ignored during the consultation process that should be addressed. Questions have been raised as to whether it is an essential development. The main concerns are the junction of the A5025 into the development and a journey of two miles along a rural and narrow road. The planning regulations clearly state that such development should be accessible, and she questioned whether two miles on a rural road is acceptable. The proposal is contrary to planning policy TWR 5 as noted in the report at point 5 (Page 108) that the development should be accessible from a main highway network without

harming significant landscape characteristics; therefore, why is two miles along a rural road acceptable in this application when a similar development was refused in Gwalchmai. TAN 13, point 11 at page 2 also states that Local Authority must evaluate the effect of the development on neighbouring roads. It was considered that detailed assessment has not been considered as to the concerns of the residents as regards to the development. Questions have been raised as to what will happen when two cars with caravans will come towards each other and where will they be able to pass each other. She questioned whether cars would have to travel along blind bends for over 300 metres. Ms Owen said that the two local Community Councils have put valid reasons why they are concerned as regards to the rural road, and it was considered that this has not been recognized within the Officer's report. TAN 18 – Transport (page 24) that the local users of the road should receive adequate attention. The local residents using the Lon Gwenfro on a daily basis; however, it is a dangerous one-track road with blind bends and the lack of passing bays; there is no footpath nor side-road. Ms Owen said that it is difficult to promote active and sustainable travel on Lon Gwenfro as residents must use their vehicles in this area. The Joint Local Development Plan states that a development must be 800 metres of the Transport Plan to be acceptable. The nearest bus stop is over a mile from the site with which travels to the town of Llangefni twice a day. Ms Owen urged the Committee to consider the local concerns seriously that the Lon Gwenfro road is not suitable for such a development proposed. She referred to an application considered by the Planning and Orders Committee over three years previously that a car towing a caravan/trailer is going to have a detrimental effect on the road network. She questioned why is it considered acceptable as regards to this application for vehicles to tow caravans on such a narrow road.

Mr Berwyn Owen addressed the Committee **as the applicant Agent in support of the application** saying that the proposal is a minor application for a small caravan site with 14 pitches; this an opportunity for a local family to take advantage of the tourism industry which exists on Anglesey. The application was presented to the Local Authority in July 2022, together with a Traffic Management Plan which included a record of the speed of cars and the number of cars using the Lon Gwenfro road. Several additional information was submitted thereafter following discussions with the Planning and Highways Officers. In August 2022, the Highways Authority expressed following consultation that they had no objections to the application as the applicant has afforded sufficient evidence that the development will not have a detrimental effect on the highways network. However, after 5 months the Highways Authority requested that 4 passing bays needed to be created despite having said earlier that they had sufficient evidence to support the application. Following a site meeting on the site between the Highways Officers of the Local Authority, the applicant, Highways Consultant, and a Planning Officer it was agreed that 4 passing bays would be created and once again the Highways Authority confirmed that this was acceptable. He further said that the main reasons for the delay in considering the application were the sewerage and ecological issues. Mr Owen referred to the objector's comment that an application in Gwalchmai had been refused by the Planning and Orders

Committee recently; the developer has appealed the decision and there are potential costs resulting from any approval of the appeal process.

The Development Management Manager reported that the application was advertised by posting letters to neighbouring properties and at the time of writing the report 56 web comments had been received and 67 formal letters. A petition containing 34 names together with a video showing the difficulty of a car towing a caravan encountering other vehicles such as cars and a tractor and trailer and photographs of the road. 19 further emails from 6 different persons together with 7 web comments have been received following publication of the agenda for the meeting. The Development Management Manager said that an accident occurred on the Lon Gwenfro road last night. The concerns as regards to the development are highlighted within the Case Officer's report together with the responses.

The Development Management Manager said that he would refer to the main planning consideration of the application in respect of planning policy considerations, highways and sustainability, landscape and ecology issues, drainage, effect on nearby amenities and the use of agricultural land. These main planning considerations were highlighted within the Officer's report to the Committee. He noted that the proposal complies with the requirements of Policy TWR 5, the site has a choice of travel modes such as public rights of way and a bus stop within walking distance of the site. 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 report as there will be no hardstanding provision on the site and grazing of the agricultural land can continue once the holiday season comes to an end. 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 relevant planning policies and the recommendation was of approval of the application.

Councillor Margaret M Roberts said that whilst the application site is not within her electoral ward, the road towards to site is wholly within her ward. She expressed that she could not understand as to why the Highways Authority consider that the Lon Gwenfro road is suitable to tow caravans as it is totally inadequate. She said that the Officer's report refers that there has been no accidents recorded on Lon Gwenfro but she is aware that a number of accidents occurred on this work, but they have not been recorded as they are 'knock-for-knock' accidents. The road leading to the village square of Llanbedrgoch is narrow and this road is inadequate to have more traffic travelling along it. The turning into Lon Gwenfro would be a challenge for vehicles towing caravans due to their size and some with limited experience in towing caravans. Councillor Roberts further expressed that it is evident as to the number of letters of objection received by the Planning Authority that there

is strong concerns by residents who have to use Lon Gwenfro on a daily basis as there is significant shortage of passing places on this road.

The Development Management Manager responded that he appreciated the concerns of the residents as regards to the highway network towards to development site. However, the Planning Authority must deal with application in accordance with planning policies. The applicant has afforded a Transport Survey and Speed Survey which resulted in evidence that the road has limited use as is any rural road in Wales. The Transport Statement confirms that there has been no recorded accidents or near misses along the single lane highway leading up to the application site in the last 10 years. The applicant will provide 4 passing places as part of the application and the Operational Travel Plan submitted with the application refers that the touring caravans will have staggered arrival and departure times which will negate the possibility of two touring caravans coming towards each other on the lane.

Councillor Paul Ellis, a Local Member said that he has received considerable concerns from residents, mainly regarding to rural road leading to the application site. He said that the only road access to Esgobaeth Bran is from Talwrn and through Llanbedrgoch along narrow roads; the roads are unsuitable for the towing of caravans with no pavements and some sections are prone to flooding. The proposed caravan site will attract extra traffic to the area; the nearest bus stop is over a mile away and the nearest main road is over two miles away. The unavailability of shops and restaurants near the site will entail people having to travel along the narrow lanes from the site. He further said that during the site visit to the site the minibus had to reverse on numerous occasions when cars having to pass each other; this is evidence of the unsuitability of the road to accommodate caravans and large vehicles. The Highways Authority has only identified the need for 4 passing bays to the application site. He noted that both the Llanddyfan and Llanfair-Mathafarn-Eithaf Community Councils have objected the application.

Councillor Non Dafydd, a Local Member reiterated the concerns of residents as regards to the road towards Esgobaeth Bran and it is the residents that are familiar with the narrowness of the roads and areas which are prone to flooding; some of the walls have fallen into the river near one of the designated passing places. She said that the Caravan Club has opened a caravan site recently along the Lon Gwenfro road. She referred to the reference made that staggered arrival and departure times will negate the possibility of two touring caravans coming towards each other on the lane. However, she was uncertain whether this statement is correct as it is impossible to say if two caravans will not come towards each other on the lane. Councillor Non Dafydd further said that the lack of passing places and sharp bends on the lane will make it difficult for towing caravans to access the site. She expressed that the Committee needs to listen to the concerns of the residents and to consider the unsuitability of the narrow lane toward the site.

The Development Management Manager responded to the comments of the Local Members and firstly referred that the Caravan Club which does not require planning permission for a caravan site of up to 5 caravans. He further

said that the application has been submitted since July 2022 and detailed discussion have been undertaken between the Highways and Planning Authority. The Highways Authority has identified the need for 4 additional passing places and the applicant had initially identified 15 informal parking places during discussions with the Highways Authority. He noted that it was acknowledged that over 100 objections have been received as regards to this application but not all the objections are from local residents.

Councillor Jeff Evans ascertained as to the driving/reversing distance between the four passing places. The Chair responded that any specific details need to be requested before the commencement of the meeting so that Officers are able to prepare and provide the Committee with the required information.

Councillor Robin Williams said that during the physical site visit to the application site the minibus had to reverse on numerous occasions, and it was evident that the narrow rural road leading to the site is inadequate for cars towing caravans. Councillor Williams proposed that the application be refused contrary to the recommendation of the Officer's as the road is unsuitable for such a development. Councillor Liz Wood seconded the proposal of refusal of the application.

It was RESOLVED to refuse the application contrary to the Officer's recommendation of approval as it was deemed that the highway network to the site was not acceptable.

(In accordance with the requirements of the Constitution the application will be automatically deferred to the next meeting to allow the Officers to respond to the reason given for refusing the application).

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

12.1 FPL/2023/141 – Full application for change of use of church into one residential dwelling (Class Use C3) and one short-term holiday

accommodation (Class Use C6) together with erecting a shed/garage building, creating a new vehicular access, erection of a new balcony, soft and hard landscaping, alterations to the building and associated development at the English Presbyterian Church, Telford Road, Menai Bridge

The application was presented to the Planning and Orders Committee at the request of a Local Member due to local concerns.

Public Speakers

Ms Liz Moyle addressed the Committee **as an objector** to the proposal and said that this application comes before the Committee at an interesting time in the progression of legislation in Wales. The Historic Environment (Wales) Bill received Royal Assent in June and should be implemented by late next year, providing a Code of Welsh Law on the Historic Environment. As well as simplifying law the value of the Historic Environment', to the nation is re-stated emphatically in the Explanatory Memorandum. She quoted briefly from this: *"The people of Wales have inherited a unique historic environment, shaped by past generations, it continues to enhance our quality of life and well-being today. The historic places that surround us, give us a sense of place and help to define us as a nation. The historic environment is a precious resource, it is also a fragile one. It must be protected so that present and future generations can continue to be inspired by it, learn from it and enjoy its many benefits."* The developer, builders and many users of the Presbyterian Church were inspired in what they achieved and how they met the needs of the time, but we move on. Do the plans submitted for change now conserve, enhance or indeed inspire? Does the provision of holiday accommodation, extra parking and traffic enhance or diminish that fragile heritage? Is new work, such as the sunroom, justified and of sufficient quality and design to add value to the site. Does the removal of part of the wall facing the road diminish not enhance? The additional traffic is likely to cause extra problems on an already busy road. With every planning change considered especially for listed buildings and within the Conservation Area, every home and holiday let granted or not, we should demonstrate commitment to maintaining that sense of place and indeed that source of inspiration for all. What was built more than a hundred years ago, to serve the community, should continue to do so in a very simple way, use this as a marker for the future, for the well-being of the community, but homes for people and not holiday lets.

Mr Craig Allison addressed the Committee **in support of his application** said that the opportunity to convert this church into a home is a privilege. The documents on the application outline how we plan to use the space to also establish a holiday home for letting which will contribute to both repaying the cost of conversion, but also ongoing maintenance and preservation of the building. Listed building consent for the project has already been granted indicating that our same local council and CADW believe what we are proposing to do to the building is in the buildings interest and is being done so tastefully and with the enormous heritage value of the building being taken into account. We hope that this appeases any potential conservation concerns

that members may have regarding our proposal. To avoid doubt, and as has been discussed with the Case Officer, one member of the public wanted information on funding. We think it important to highlight to you today that this is a private venture of circa half a million pounds that we intend on spending preserving the building for generations to come. There were a number of other letters of concern from neighbouring properties following the initial application. None of these raised any significant objections, more that they requested clarification of or direction to details within the plans. We are taking steps to ensure the privacy and amenity of the neighbouring properties is not harmed, by including fencing and privacy glass on the new balcony. The same neighbour's concerns on parking are also addressed by highlighting the ample parking provision on-site, and that the existing on-street parking bays would remain. Highways have also endorsed our plans; all vehicles will all be able to safely enter and exit in a forward gear; in any case the traffic is negligible compared to the three hundred capacity church that has since been abandoned. Other doubts were raised involving trees, and we can confirm that no trees other than the holly tree to the front will be removed, and additional detail on boundary fencing construction has been provided to ensure that no other trees are damaged. We highlight the additional ecological steps we will be taking including the addition of bat boxes, bird boxes and tens of metres of additional native hedging being planted. Clearly in planning our proposal we looked at other possible uses for the abandoned building, but the proposal for a single home and single holiday let was sequentially the best fit. Large open gathering spaces are available elsewhere in the town and provide suitable on-site parking. Constraints on fire regulations would also limit the number of people able to use the building simultaneously, and there would be extremely little revenue generated for the buildings upkeep which has been the problem leading to the Church being abandoned. It is hoped that as a family home, having spent a long-time planning, that we have come up with a solution to preserve the building for the community and somebody will be there all the time to monitoring have money to pay for it.

The Development Management Manager reported the English Presbyterian Church is located on the Telford Road which is located adjacent to the Victoria Hotel, Menai Bridge. The Church has been vacant for over 2 years and the congregation have since located to a smaller Chapel nearby. 10 letters of objection and 1 letter in support was received when notification of the proposal was undertaken. The building is a Grade II* Listed and within the designated Conservation Area. A corresponding application for Listed Building Consent has been approved under application reference LBC/2023/13 and has been approved by CADW. He referred to the planning policy compliance as regards to the change of use of the building into residential use; the holiday unit on the site and the loss of a community asset which were highlighted within the Case Officer's report to the Committee. The Development Management Manager further said that the application site is located within the development boundary of the Local Service Centre of Menai Bridge and therefore accords with planning policy PCYFF 1. He noted that planning policy TWR 2 relates to holiday accommodation and states that proposals will be permitted provided they are of a high quality in terms of design, layout and appearance and conform with relevant policy criteria highlighted within the report. The

proposal therefore conforms with planning policy TWR 2 of the Joint Local Development Plan. The proposal involves the loss of a community facility (church). Section 2 of Policy ISA 2 provides further guidance in relation to the loss of community facilities to alternative uses. It is considered that the application conforms with planning policy ISA 2 due to the nature of the community facility as it is unlikely that the previous use would be re-established. It is not considered that the proposal will have a negative impact upon neighbouring uses or residential properties no more than the current D1 use. Even though the proposal falls short of 1 parking space, it is considered that the proposal is acceptable due to the current D1 use and its sustainable location within proximity of the town centre where there are large car parks, access to services, facilities and public transport which is consistent with the principles of sustainable development. The recommendation was of approval of the application.

Councillor T LI Hughes MBE ascertained as to how the applicant is intending to manage the holiday let business. The Development Management Manager responded that the application is for a residential element together with a holiday let accommodation linked to the proposal. A planning condition will be imposed to limit the holiday let to 30 days in any calendar year.

Councillor Robin Williams, and a Local Member said that there are several local concerns as regards to this application and he called the application into the Committee so as to allow the residents the opportunity to voice their concerns before the Planning and Orders Committee. He expressed that he was concerned as to the application for another holiday let in Menai Bridge as there are several such holiday lets in the area. However, he appreciates that the applicant has submitted a Business Case to preserve the Church building.

Councillor Jeff Evans said that there is a business proposal to bring back semi-derelict property into use. Councillor Evans proposed that the application be approved. Councillor Liz Wood seconded the proposal of approval of the application.

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

12.2 FPL/2022/250 – Full application for the re-layout of 144 static holiday caravans, together with environmental improvements at Rynys Caravan Park, Penrhoslligwy, Dulas

The application was presented to the Planning and Orders Committee at the request of a Local Member due to environmental concerns.

Public Speaker

Mr David Middleton addressed the Committee **as the applicant Agent in support of the application** saying that the application seeks consent for proposed re-layout of 144 static holiday caravans together with

environmental improvements at Rynys Caravan Park. Within the context of this planning application, it is important to note that the proposal does not seek to increase the permitted number of holiday caravans at Rynys Caravan Park above the 144 already permitted. Instead, the revised layout provides higher quality caravans to meet consumer demand and positively removes permitted caravans from the ecologically sensitive central heathland area in order to re-site them to the north and woodland areas within the confines of the park. In this sense, the revised layout has been carefully designed and has followed negotiation and agreement with NRW and the Ecology Officer at Anglesey County Council. The development will deliver significant environmental and biodiversity benefits across the site through restoring the central heathland and providing additional tree planting throughout the site area. The applicant has also provided a Landscape and Ecological Management Plan which will be secured via a planning condition enabling the environmental sustainability of the site to be improved and managed for future generations. There is no objection to the development from any of the statutory consultees including Highways & Transportation, Natural Resources Wales and Anglesey County Council Ecology, all of whom support the development and recognise the benefits. The development will secure the long-term sustainability of Rynys Caravan Park as a tourism business and local employer and will result in increased visitor spend to local businesses on Anglesey; both through the development process and also during the ongoing operation of the site. The recent improvements to the main site facilities building demonstrates the importance to the local job market. In considering this planning application, the Planning Officer has provided a robust recommendation for approval acknowledging the environmental and economic sustainability benefits that will arise from the development. In this sense, the application is fully compliant with Planning Policy Wales and Local Plan policies such as PS 14 “The Visitor Economy” and Policy TWR 3 which relates to “Static Caravan and Chalet Sites and Permanent Alternative Camping Accommodation” – as the development does not increase permitted caravans’ number above 144 approved, with the re-layout of pitches securing significant environmental and landscaping benefits throughout. We therefore trust that a positive decision can be made in line with the officer’s recommendation to approve the application.

The Development Management Manager reported that the Rynys Caravan Park is an established holiday caravan park located around 3km of Dulas. There will be no increase of static caravans over the consented currently on the site. Rynys Caravan Park dates to the 1950s. The main permissions on the site are TWR/9c and T/39e. The approved holiday park extends to approximately 6.05 hectares whereby the 144 consented caravans are permitted to operate on a 12 month, year round, holiday season. Currently, 85 caravans are located on the site during the continued development of the site. The proposal involves the re-layout of the 144 static caravans permitted in favour of high quality, lower density, site layout over an extended site area of approximately 9.4 hectares. The revised site area includes the extensive woodland on the western section of the site which will be set aside for management. The Development Management Manager said that he would refer to the main planning consideration of the application in respect of planning policy TWR 3 considerations, the effect on the AONB, Ancient Woodland, SSSI, Ecology, Flooding, Highways, Archaeology and Landcape matters. These main planning considerations were highlighted within the Officer’s report to the Committee. There will be a need to remove approximately 100 trees across the site, these trees are severely diseased or damaged. It is considered that the proposal complies with all policies listed within the report. There will be no increase in static caravans on the site and the proposal involves an extension to the caravan site boundary so that the consented 144 static caravans can be

adequately spaced and provide a higher quality caravans site with high quality units. The proposal is to re-instate the damaged heathland as well as planting a considerable number of trees, hedges and wildflower meadows. This will be a net gain towards biodiversity. The caravans within the extended site is outside the C2 flood zone and the site is in a sustainable location. The recommendation was of approval of the application.

Councillor Ieuan Williams, a Local Member said that his fellow Local Member, Councillor Margaret M Roberts referred the application to the Committee due to the concerns of the Moelfre Community Council as regards to the environmental impact of the development. He expressed that there will be an additional 26 static caravans on the site as regards to this application. Even though there is permission for the siting of 144 static caravans on the site, there are currently hundreds of caravans on similar sites in the vicinity which he considers to be overdevelopment of such caravan sites. He further said that the design layout of the site attached to the application was misleading as some new caravans' locations has not been highlighted. Councillor Williams further referred that an immense part of the woodland is going to be felled. He further referred to planning policies and specifically to planning policy PS 5 – paragraph 5 - Sustainable Development – to protect and promote the use of the Welsh Language. He said that the site has been re-named to Woodlands Falls and he asked the developers to refer to the original historical Welsh name of the caravan site of Rynys. He further referred planning policy PS 5 – paragraph 6 – biodiversity and natural environment. There will be a loss of woodland and green space on the site due to an additional 26 caravans on the site with additional vehicles travelling from over the border to the site. Councillor Williams considered that the application should be refused due to overdevelopment.

The Development Management Manager reiterated that there is currently planning permission for 144 static caravans on the site with currently 85 on the site at present. The additional 26 caravans mentioned by the Local Member may be part of the development on the site. Whilst it is acknowledged that 100 damaged/diseased trees will be felled they will be replaced by hundreds of trees. The re-layout of the site will improve the environmental and biodiversity of the site. He expressed that NRW and the Ecology Officer of the Local Authority are satisfied with the information provided as part of the application presented by the applicant.

Councillor Robin Williams said that it was unacceptable that the name of the site has been changed from Rynys to Woodlands Falls. He said that historical Welsh names should be respected and the renaming of sites so as to be more appealing to visitors to the Island is unacceptable. He ascertained whether a condition can be placed on any approval of the application that the Rynys Caravan Site be re-instated on the site. The Development Management Manager responded that planning policy PS1 notes that *'it is expected housing developments and street names be Welsh'* but the word 'expected' is the issue and a Planning Authority is unable to enforce the Welsh names on developments.

Councillor Robin Williams ascertained from the applicant's agent whether they would consider reinstating the name of the site to the Rynys Caravan Site. The applicants' agent responded that he was unaware that the name of the site had been changed to Woodlands Falls. He expressed that he would suggest to the applicant that the traditional Welsh name of the site be reinstated.

Councillor Geraint Bebb referred to the additional documentation attached with the application which states, '*that the water supply system is insufficient and will also cause detriment to existing customers water supply*'. He therefore, considered that the application is contrary to planning policy PCYFF 2 and proposed that the application be refused contrary to the recommendation of the Officer's.

Councillor John I Jones referred that the Development Advice Map which indicates that the site is in Zone A and partly within C2 flooding zones, but the caravans will not be in Zone C2. He ascertained whether the Advice Map is the NRW flood zone map. The Development Management Manager responded that NRW has assessed the application and confirmed that whilst part of the site is within C2 flooding zone, the new location of the static caravans will be outside the C2 zone and mitigation measures will be included within a condition as part of any approval of the application. Councillor John I Jones further said that whilst he appreciated that there is a need to fell trees on the site due to diseased or damaged, but the wildlife area will be affected. He considered that the redesign of the site with moving caravans on site is not the best use of the land as it would be much better in having ponds and wildlife area on the site. Councillor John I Jones seconded the proposal of refusal of the application.

The Chair granted the local Member, Councillor Ieuan Williams to address the Committee in response to the comments made by Councillor John I Jones as regards to the area been in a flood zone. He said that Creigiau touring caravan site opposite the Rynys site experienced severe flooding over four years ago. With the felling of trees at Rynys caravan site there will be increased surface water flowing into the river and resulting in the increase of flooding risks at Creigiau caravan site.

Councillor Jeff Evans said that he considered that the site has planning permission for 144 static caravans and at present 85 static caravans are located on the site. The applicant is intending to replace the 100 trees that needs to be felled with the planting of hundreds of trees to improve the biodiversity of the site. Councillor Jeff Evans proposed that the application be approved. Councillor Robin Williams seconded the proposal of approval of the application.

Following the vote of 5 in support of the application and 3 against:-

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

12.3 FPL/2023/159 – Application for alterations and extensions to the existing leisure centre, comprising of a function suite, gym, café, soft play area, reception, library, office and storage space at Beaumaris Leisure Centre, Beaumaris

The application was presented to the Planning and Orders Committee as the Council owns the land.

The Development Management Manager reported that application is made for alterations and extensions to the existing leisure centre, comprising of a functions suite, gym, café, soft play area, reception, library, office and storage space at Beaumaris Leisure Centre, Beaumaris. The application site is located within the development boundary of the Local Service Centre of Beaumaris and thereby conforms with the provision of planning policy PCYFF 1 of the Joint Local Development Plan. Policy ISA 2 of the Joint Local Development Plan relates to Community Facilities and states that the plan will help sustain and enhance community facilities by granting the development of new community facilities as was noted within the Officer's report. He further said that the proposal is acceptable in terms of design in accordance with policy PCYFF 3 and is also deemed to accord with the provisions of policy PCYFF 2 : Development Criteria and it is not considered that the proposed use will give rise to unacceptable impacts upon the amenities of neighbouring properties or the character and appearance of the designated AONB and Conservation Area or upon the essential setting of the Beaumaris Castle WHS in accordance with policies AMG, PS1 and AT1. The proposal is also consistent with the objectives of Planning Policy Wales and Technical Advice Note 16 in relation to the provision, protection and enhancement of existing sport and recreational facilities and the associated health and well-being afforded by such facilities.

Councillor Carwyn Jones, a Local Member said that he and the local community supported this application and wished to thank representatives of the Beaumaris Leisure Centre for the work undertaken in respect of this application.

Councillor Neville Evans 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 outlined within the written report.

12.4 FPL/2023/178 – Full application for the installation of 10, 9m high lighting columns at Ysgol Uwchradd Bodedern, Bodedern

The application was presented to the Planning and Orders Committee as the applicant is the Local Authority and the Council owns the land.

The Development Management Manager reported that the main planning considerations are if the proposal complies with planning policies and whether the LED lighting will have a negative impact on the neighbouring dwellings or surrounding area. The proposed 9m columns with LED lighting will be sited around two existing outdoor sports courts. Four of the columns will be sited around the sports court to the west and six columns around the sports court to the east. The eastern sports court is located closest to the boundary of the school and has rear gardens adjacent to the school grounds as was noted within the Officer's report. He further said that the lighting columns will be conditioned so that the use of the lighting will only be used between the hours of 9.00 a.m. until 9.30 p.m. Monday to Friday and 9.00 a.m. to 6.00 p.m. on weekends. This is to ensure that the lighting columns are not on during unreasonable hours of the night and would also prevent noise from sporting activities from disturbing neighbouring properties. The proposed columns 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 can be conditioned to reduce any negative impacts so as to comply the planning policies PCYFF 2, PCYFF 3 and ISA2 of the Joint Local Development Plan.

Councillor Robin Williams proposed that the application be approved.
Councillor Geraint Bebb seconded the proposal of approval.

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

12.5 FPL/2023/204 – Full application for the siting of a modular double classroom building on the school's playground area at Ysgol Gynradd Bodffordd, Minffordd, Bodffordd

The application was presented to the Planning and Orders Committee as the applicant is the Local Authority and the Council owns the land.

The Development Management Manager reported that the application site is currently part of the yard of Ysgol Gynradd Bodffordd and is a tarmacked hardstanding area with stone walling boundaries. The application is made for the siting of a portacabin for use as additional classroom incidental to the existing school for a period of 5 years. The siting of the portacabin within the school grounds will result in the loss of approximately 190m² of the current 1046m² hardstanding play area. Sports Council Wales and the Betsi Cadwaladr Health Board were consulted due to the loss of the hardstanding play area. Both expressed concern with regards to the loss of the outdoor area, with Sports Council Wales requesting further information as to how this loss would be accommodated for during times when wet weather would restrict the use of the playing field. The Council acknowledged the concerns, but it was expressed that the portacabin is necessary in order to provide provision for additional classroom facility and that there would still be 856m² of hardstanding remaining for outdoor play provision. Additionally, the school

benefits from a generous sized playing field and as such any potential issues surrounding lack of outdoor play space would be a seasonal issue.

Councillor John I Jones proposed that the application be approved. Councillor Geraint Bebb seconded the proposal of approval.

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

12.6 FPL/2023/154 – Full application for the demolition of existing rear extension, together with alterations and extensions at Glan Traeth, Rhosneigr

The application was presented to the Planning and Orders Committee at the request of a Local Member.

The Development Management Manager reported that the proposal is for the demolition of part of the existing dwelling, erecting a two-storey extension with a first-floor terrace area in its place, removal of existing dormer window together with erecting dormer window with a balcony in its place at the front elevation of the property. The scale of the proposed extension to the rear measures 6.1m in width (same as the existing dwelling), 7.7m in length (0.5m more than the existing dwelling), 6.6m in roof ridge height (1.8m more than the existing roof ridge) and 4.8m to the roof eaves (2m more than the existing roof's eaves). The proposed two storey extension extends 2.3m from the existing rear elevation with the single storey extension with roof terrace above the extending and additional 5.4m. A letter of objection was received in respect of concerns that the loss of light and privacy would have a negative impact on the neighbouring properties. The applicant has amended the application so as to remove all possibilities of overlooking and loss of privacy to the neighbouring properties.

The Local Members, Councillors Neville Evans and Douglas Fowlie said that they were satisfied with the amendments to the application as was reported within the Officer's report.

Councillor Dafydd Roberts 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 outlined within the written report.

13 OTHER MATTERS

13.1 Amending the time allowed for members of the public to speak in the Planning and Orders Committee

Submitted – a report by the Director of Function (Council Business)/Monitoring Officer and the Head of Regulation and Economic Development in respect of the above.

The Portfolio Member for Planning, Public Protection and Climate Change said that the proposal is to increase the time allowed for members of the public to speak to 5 minutes at the Planning and Orders Committee.

It was RESOLVED to recommend to the Executive and the full Council that the time that members of the public are allowed to speak in the Planning and Orders Committee be changed from 3 minutes to 5 minutes.

**COUNCILLOR KEN TAYLOR
CHAIR**

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Planning Committee: 01/11/2023

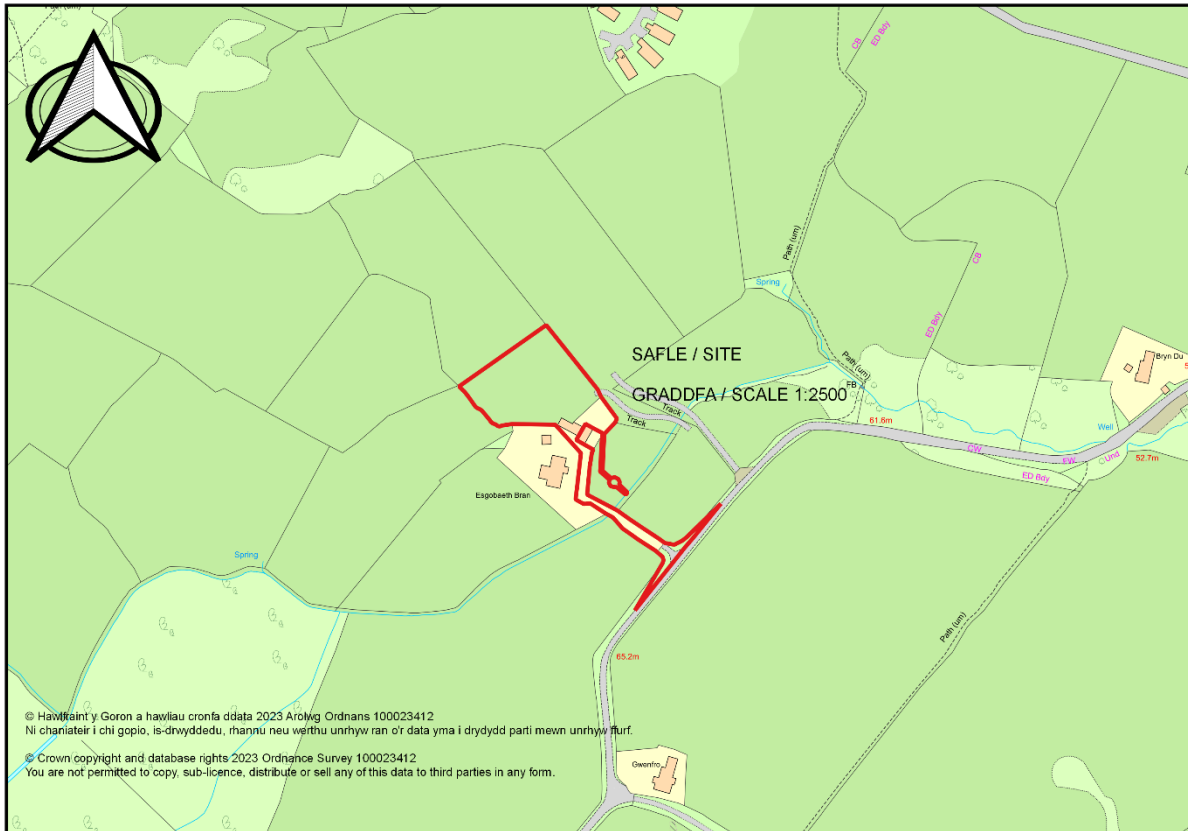
7.1

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, Llanbedrgeoch



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

Reason for Reporting to Committee

This planning application has now been withdrawn.

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Planning Committee: 01/11/2023

12.1

Application Reference: DIS/2023/17

Applicant: Knights Plc

Description: Application to discharge condition (16) (risk assessment) of planning permission FPL/2021/337 (full application for the construction of an Inland Border Facility (IBF) at

Site Address: Former Roadking Truckstop, Parc Cybi, Holyhead.



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

Recommendation: Condition Discharged

Reason for Reporting to Committee

The application is to discharge a condition imposed by the Planning and Orders Committee in determining planning application reference FPL/2021/337 "Full application for the construction of an Inland Border Facility (IBF) at the former Roadking Truckstop, Parc Cybi, Holyhead".

Proposal and Site

This is an application to discharge condition (16) (risk assessment) of planning permission FPL/2021/337 (full application for the construction of an Inland Border Facility (IBF) at the former Roadking Truckstop, Parc Cybi, Holyhead.

Key Issues

The key issue is whether the statutory consultees are satisfied that the information submitted is sufficient to discharge the condition.

Policies

Joint Local Development Plan

Policy TRA 4: Managing Transport Impacts

Response to Consultation and Publicity

Consultee	Response
Ymgynghoriadau Cadw Consultations	No objection
Priffyrdd a Trafnidiaeth / Highways and Transportation	No objection
Llywodraeth Cymru (Priffyrdd/Highways)	No objection

There was no requirement to carry out publicity as part of this planning application.

Relevant Planning History

SCR/2021/79 - Screening opinion for full planning application for the construction of an Inland Border Facility (IBF) on land at - Parc Cybi, Holyhead - EIA Not Required 03/12/2021

FPL/2021/337 - application for the construction of an Inland Border Facility (IBF) at - Former Roadking Truckstop, Parc Cybi, Holyhead, - Permit 07/03/2022

DIS/2022/36 - Application to discharge conditions (02) (Construction Traffic Management Plan), (03)(Construction Environmental Management Plan), (07)(Details/Samples of Materials), (09)(Local Employment Scheme), (10)(Local Supply Chain Scheme) of planning permission FPL/2021/337: Full application for the construction of an Inland Border Facility (IBF) at Former Roadking Truckstop, Parc Cybi, Holyhead - Discharged 13/02/2023

DIS/2022/63 - Application to discharge condition (05) (landscaping) and (08) (signage) of planning permission FPL/2021/337 (full application for the construction of an Inland Border Facility (IBF) at Former Roadking Truckstop, Parc Cybi, Holyhead - Discharged 13/01/2023

Main Planning Considerations

Planning permission was granted under planning application FPL/2021/337 for the construction of an Inland Border Facility at the former Roadking Truckstop site on Parc Cybi, Holyhead.

Condition (16) of planning application reference FPL/2021/337 requested that the applicant submit a risk assessment which included mitigation measures should the site be unable to undertake the required checks or operate the site due to any unexpected site closure. The details submitted have been

forwarded to the Highway Department and the Welsh Government - Department for Economy and Infrastructure and no objections were raised.

Conclusion

Sufficient information has been received to discharge condition (16) (risk assessment/mitigation measures).

Recommendation

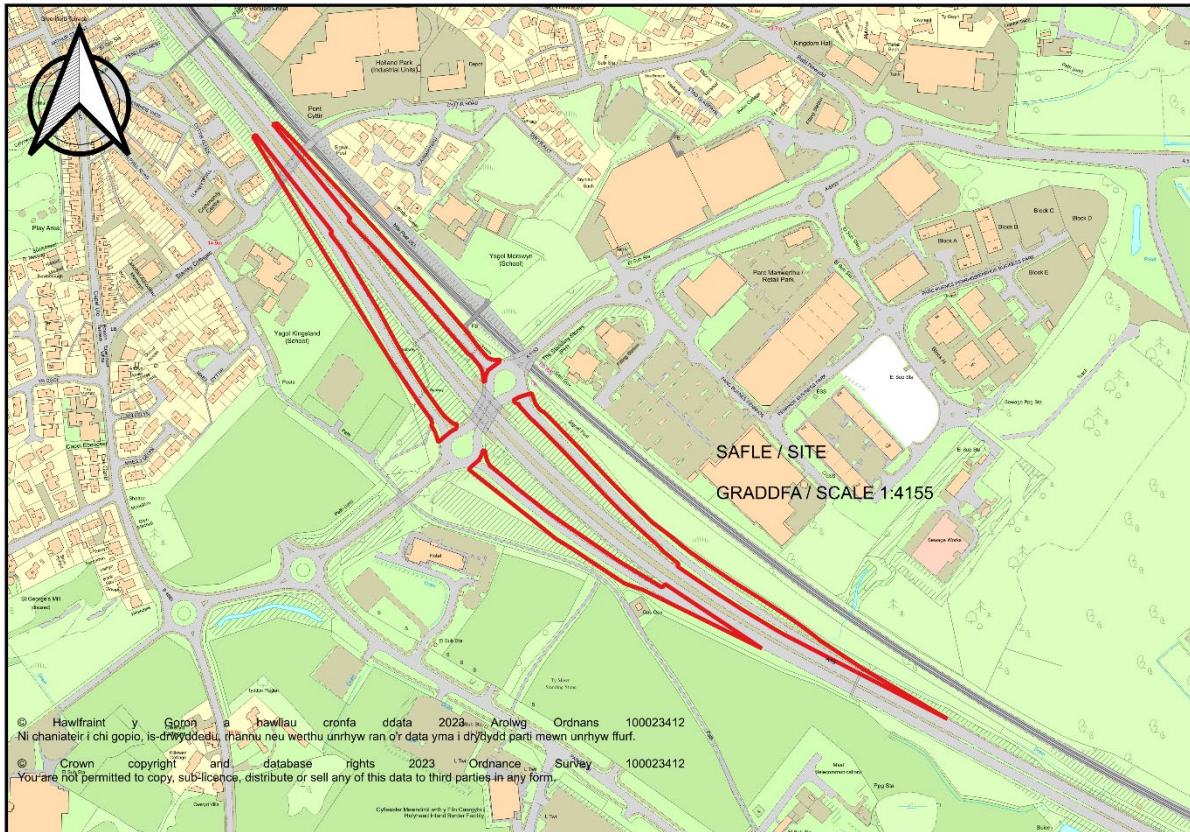
That the condition is discharged

Application Reference: VAR/2022/71

Applicant: HMRC

Description: Application under Section 73 for the variation of condition (15) (condition survey for the extent of slip roads) of planning permission reference FPL/2021/337 (Full application for the construction of an Inland Border Facility (IBF) so as to allow the details to be submitted and approved following the commencement of development works at

Site Address: Former Roadking, Truckstop, Parc Cybi, Holyhead.



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

Recommendation: Permit

Reason for Reporting to Committee

The application is made under S73 to vary application reference FPL/2021/337 "Full application for the construction of an Inland Border Facility (IBF) at the former Roadking Truckstop, Parc Cybi, Holyhead" which was determined by the Planning Committee at its meeting that was held on the 02/03/2022.

Proposal and Site

The site is located on the Parc Cybi Industrial estate on the southern edge of the town of Holyhead, which is part of a safeguarded employment site. Access to the site is provided from the designed estate road and the site includes both an entrance and exit access. The site benefits from a safeguarded consent for an Inland Border Facility under application reference FPL/2021/337, for which ground works have begun on site.

The application is made to vary condition 15 of the consent so as to allow the relevant details required by the condition to be presented after works have begun on site contrary to the wording of the condition.

Key Issues

The key issues are whether the details provided are acceptable in line with the requirements of the condition.

Policies

Joint Local Development Plan

Policy TRA 4: Managing Transport Impacts
Policy PCYFF 1: Development Boundaries

Response to Consultation and Publicity

Consultee	Response
Cyngor Tref Caergybi / Holyhead Town Council	No response.
Priffyrdd a Trafnidiaeth / Highways and Transportation	No objection.
Cynghorydd Trefor Lloyd Hughes	No response.
Cynghorydd Keith Robert Roberts	No response.
Cynghorydd Dafydd Rhys Thomas	No response.
Llywodraeth Cymru (Priffyrdd/Highways)	No objection to discharge of condition.

Publicity was afforded to the scheme via the posting of personal letters to occupiers of neighbouring properties. The latest date for representations to be made was the 18/11/2022. At the time of writing this report, no observations had been received from the public.

Relevant Planning History

SCR/2021/79 - Screening opinion for full planning application for the construction of an Inland Border Facility (IBF) on land at - Parc Cybi, Holyhead - EIA Not Required 03/12/2021

FPL/2021/337 - Full application for the construction of an Inland Border Facility (IBF) at - Former Roadking Truckstop, Parc Cybi, Holyhead, - Permitted

DIS/2022/36 - Application to discharge conditions (02) (Construction Traffic Management Plan), (03)(Construction Environmental Management Plan), (07)(Details/Samples of Materials), (09)(Local Employment Scheme), (10)(Local Supply Chain Scheme) of planning permission FPL/2021/337: Full application for the construction of an Inland Border Facility (IBF) at Former Roadking Truckstop, Parc Cybi, Holyhead - Permitted

Main Planning Considerations

Suitability of Information Provided

Condition 15 of FPL/2021/337 reads as following;

(15) Within 6 months from the date of this permission, the developer shall have submitted to the Local Planning Authority a condition survey ('the Condition Survey') for the extent of (slip roads) as shown edged (red) on drawing reference 8652-NDA-ST-XX-DR-A-1905 Rev P1. The Condition Survey shall be carried out:

- In accordance with a specification agreed in writing by the Highway Authority;
- By a suitably qualified engineer or engineering undertaking whose identity shall have been agreed in writing with the Highway Authority beforehand;
- At regular intervals from a certain stated date;
- That any repairs or maintenance required as identified in the Condition Survey shall be carried out timeously as prescribed in the Condition survey and that the use hereby authorised should cease if such works are not done according to the prescribed timetable.

Reason: To ensure that the proposed development does not have an adverse impact upon the highway network

The condition was originally requested by Welsh Government Highways. The requested surveys were provided by the developer, however the information was initially not to the satisfaction of WG Highways who subsequently issued a holding direction. Following an extended period of time and further discussions with WG Highways, the holding direction was lifted and WG Highways had no objection to the in effect discharge of condition 15. The department are therefore satisfied to vary the condition accordingly.

Conclusion

Welsh Government Highways as the original requesters of the condition have no objection to the variation of condition 15 and therefore the department are also in agreement that the condition should be varied.

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 – 8652-NDA-ST-XX-DR-A-1900 Rev P1

Landscaping Recommendations - AL10014007 Rev B

Inspection and Drivers Block Proposed Elevations Sheet 1 – 8652-NDA-IS-XX-DR-A-1912 Rev 3

Inspection and Drivers Block Proposed Elevations Sheet 2 – 8652-NDA0IS0XX0DR0A01913 Rev P3

Proposed Waste & Standby Generator Compounds – 8652-NDA-ST-XX-DR-A-1403 Rev P2

Conceptual FOC Site Plan – 8652-NDA-ST-XX-DR-A-1006 Rev P6

Proposed Security Fences, Gates & Barriers – 8652-NDA-ST-XX-DR-A-1401 Rev P2

Proposed Site Plan – 8652-NDA-ST-XX-DR-A-1902 Rev P3

Inspection and Drivers Block Proposed Ground Floor Plan – 8652-NDA-IS-XX-DR-A-1910 Rev P2

Main Officers Proposed Ground Floor Plan – 8652-NDA-MO-XX-DR-A-1920 Rev P1

Main Officers Proposed Elevations Sheet 1 – 8652-NDA-MO-XX-DR-A-1921 Rev P1

Main Offices Proposed Elevations Sheet 2 – 8652-NDA-MO-XX-DR-A-1922 Rev P2

Entry / Exit Gatehouse (1 of 2) – 8652-NDA-GH-XX-DR-A-1930 Rev P2

Entry / Exit Gatehouse (2 of 2) – 8652-NDA-GH-XX-DR-A-1931 Rev P2

Proposed Foul and Surface Water Drainage Layout – CL(19)01 Rev F1

Geotechnical Found Investigation Report – MJH/J2004/D1/1
Norder – Surface Water Management Strategy – 8652-NDA-ST-XX-RP-D-8301
Gleeds Building Surveying Ltd – Heritage Impact Assessment
Landscape Science Consultancy Ltd – Ecological Assessment
Turley - Economic Impact Statement
Hill Lawrence – External Lighting Assessment – ELA001 Rev A
Herrington Consulting Limited – Floor Consequence Assessment
Emcus Geotechnical & Geo Environmental – Geo Environmental Desk Study
Landscape Science Consultancy Ltd – Landscape and Visual Impact Assessment
PDA Acoustic Consultants - Noise Survey – J003445-5081-TD-02
Planning, Design and Access Statement - GLE3052/6
Waterman – Transport Assessment - February 2022
Travel Plan Version 0.3
Turley Welsh Language Impact Assessment
Greta Crested Newt Survey Report – 3157/11
A55 Slip Road Boundaries - 8652-NDA-ST-XX-DR-A-1905 Rev P1

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

(02) No further development shall take place until a Construction Traffic Management Plan is submitted to and approved in writing by the Council. The Plan shall include as a minimum, but not limited to:

- (i) The routing to and from the site of construction vehicles, plant and deliveries.**
- (ii) The type size and weight of construction and delivery vehicles to be used in connection with the construction of the development, having regard to the geometry, width, alignment and structural condition of the highway network along the access route to the site;**
- (iii) The timing and frequency of construction and delivery vehicles to be used in connection with the development, having regard to minimising the effect on sensitive parts of the highway network and construction routes to the site, including regard for sensitive receptors e.g. schools and network constraints;**
- (iv) Measures to minimise and mitigate the risk to road users in particular non-motorised users;**
- (v) The arrangements to be made for on-site parking for personnel working on the Site and for visitors;**
- (vi) The arrangements for loading and unloading and the storage of plant and materials;**
- (vii) Details of measures to be implemented to prevent mud and debris from contaminating the adjacent highway network;**

The construction of the Development shall be completed in accordance with the approved Plan.

Reason: To ensure reasonable and proper control is exercised over construction activities in the interests of amenity and highway safety.

Discharged under application DIS/2022/36

(03) No further development shall take place until a Construction Environmental Management Plan “CEMP” has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include general environmental provisions relating to the construction of the development and, as a minimum, shall include detail of:

- The sustainability of the construction methods to be employed;**
- Full specification(s) of external lighting.**
- working hours during the construction**
- dirt and dust control measures and mitigation**
- noise, vibration and pollution control impacts and mitigation;**
- Water quality and drainage impacts and mitigation.**
- Height, specification and colour of safety all fencing and barriers to be erected in the construction of the development hereby approved.**

- Monitoring and compliance measures including corrective/preventative actions with targets in the CEMP which shall accord where relevant with British Standards.

The development hereby approved shall be undertaken in accordance with the approved CEMP.

Reason: To safeguard against any impact the construction of the development on local amenity and safeguard any protected species present.

Discharged under application DIS/2022/36

(04) If material is found or suspected of being contaminated in the course of the development hereby approved, the developer shall undertake soil testing and analysis. If the application site is found to be contaminated then a suitable remediation strategy should be submitted to an approved in writing by the Local Planning Authority.

Reason: To ensure that contamination present is satisfactorily remedied.

(05) Within 6 months from the date of this permission a scheme of landscaping is submitted and approved by the Local Planning Authority. The scheme shall include indications of all existing trees (including spread and species) and hedgerows on the land, identify those to be retained. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant supply sizes and proposed numbers/densities where appropriate; an implementation and management programme including phasing of work where relevant). The scheme should provide additional planting to that shown on the Landscape Science Consultancy Ltd Landscaping Recommendations Plan G89.21 08 Rev B.

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

Discharged under application DIS/2022/63

(06) All planting and seeding comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 10 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.

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

(07) Prior to the construction of the building hereby permitted, details and/or samples of the materials to be used in the construction of the external surfaces of the building shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: In the interests of protecting the character and appearance of the locality in accordance with JLDP Policies AMG 1 and PCYFF 3.

Discharged under application DIS/2022/36

(08) Within 6 months from the date of this permission a Signage Scheme shall be submitted to and approved in writing by the Local Planning Authority. As a minimum the Signage Scheme shall provide for all internal and external signage in the development hereby approved to be bilingual in Welsh and English, with the Welsh language appearing before English in all cases. The development shall thereafter be carried out in accordance with the Signage Scheme approved under the provisions of this condition and the Signage Scheme shall be retained and maintained in for the lifetime of the development.

Reason: To safeguard and maintain the Welsh language and Culture.

Discharged under application DIS/2022/63

(09) No further development shall be carried out until a Local Employment Scheme is submitted to and approved in writing by the Local Planning Authority. The Local Employment Scheme shall include as a minimum:

- a) An obligation to publicise all job vacancies in newspapers circulating in the locality. These newspapers shall be listed in the approved Local Employment Scheme;**
- b) An obligation to give reasonable notice of any job vacancies arising at the development to the Holyhead Job Centre and with employment support agencies such as MonCF (or any organisation which may be their successors).**

The development shall thereafter be carried out in accordance with the Local Employment Scheme approved under the provisions of this condition and the use hereby permitted shall be operated and maintained in accordance with the approved Local Employment Scheme for the lifetime of the development.

Reason: To ensure that the development benefits disadvantaged communities in affording employment opportunities.

Discharged under application DIS/2022/36

(10) No further development shall be carried out until a Local Supply Chain Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Local Supply Chain Scheme shall include, as a minimum, the use of reasonable endeavours by the developer to maximise the use of materials and suppliers sourced from or located in North Wales in the construction of the development hereby approved. The development shall thereafter be carried out in accordance with the Local Supply Chain Scheme approved under the provisions of this condition.

Reason: To ensure that the economic benefits of the development accrue in the area where the development is located.

Discharged under application DIS/2022/36

(11) All construction, maintenance, repair work(s) in connection with the development hereby approved shall proceed strictly and entirely in accord with the Crested Newt Survey Report – 3157/11 and Landscape Science Consultancy Ltd – Ecological Assessment

Reason: To safeguard any protected species present.

(12) The construction and the operation of the development hereby approved shall be undertaken strictly in accord with the Hill Lawrence – External Lighting Assessment – ELA001 Rev A within 6 months from the date of this permission and operated and maintained for the lifetime of the development hereby approved.

Reason: In the interests of sustainability, residential amenity, the Area of Outstanding Natural Beauty, ecology, highway safety and the prevention of light pollution.

(13) The operation of the development hereby approved shall be undertaken strictly in accordance with the recommendations and conclusions of the PDA Acoustic Consultants - Noise Survey – J003445-5081-TD-02 for the lifetime of the development hereby approved.

Reason: To safeguard the amenity of nearby residential properties

(14) The internal roadways, parking (cycling and vehicular) turning and circulation areas shall be laid out and constructed in accordance with the submitted plan before the use hereby permitted is brought into full use and thereafter shall be retained and maintained lifetime of the development . During construction of all elements of the development hereby approved, there shall be no more than 30 HGV's parked on site at any time. The existing car park to be retained under the use hereby permitted, shall be made available at all times for use by cars and cyclists throughout the construction period.

Reason: In the interests of amenity and highway safety.

(15) Within 6 months from the date of this permission, the developer shall have submitted to the Local Planning Authority a condition survey ('the Condition Survey') for the extent of (slip roads) as shown edged (red) on drawing reference 8652-NDA-ST-XX-DR-A-1905 Rev P1. The Condition Survey shall be carried out:

- In accordance with a specification agreed in writing by the Highway Authority;
- By a suitably qualified engineer or engineering undertaking whose identity shall have been agreed in writing with the Highway Authority beforehand;
- At regular intervals from a certain stated date;
- That any repairs or maintenance required as identified in the Condition Survey shall be carried out timeously as prescribed in the Condition survey and that the use hereby authorised should cease if such works are not done according to the prescribed timetable.

Reason: To ensure that the proposed development does not have an adverse impact upon the highway network

Discharged under application VAR/2022/71

(16) Within 6 months form the date off this permission a risk assessment providing full details of all proposed mitigation measures should the Inland Border Facility be unable to undertake the required checks or operate the site due to ICT outage or unexpected site closure. In the event of such an occurrence, the approved mitigation measures shall be implemented in full.

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

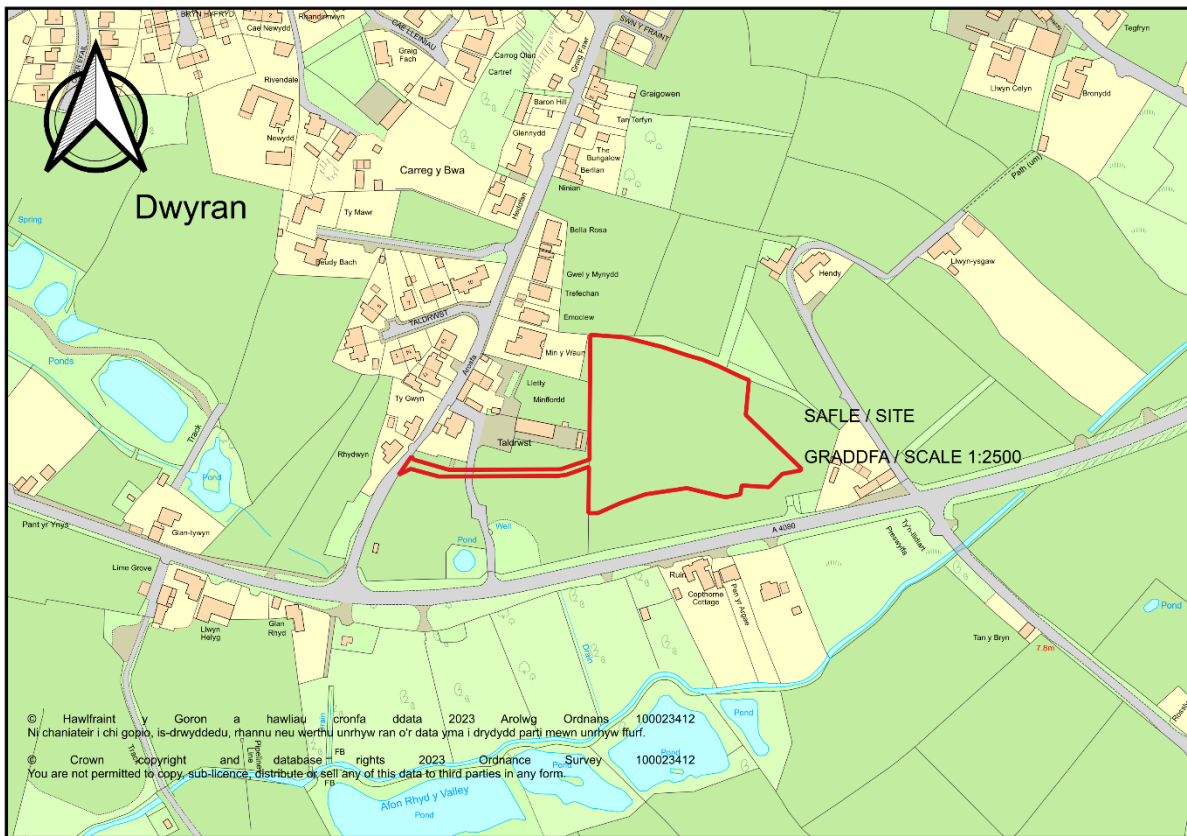
In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

Application Reference: FPL/2023/61

Applicant: Mr G Williams

Description: Full application for the change of use of agricultural land into holiday lodge site, siting 13 holiday lodges, construction of new road on site, alterations to existing vehicular access together with soft and hard landscaping on land at

Site Address: Taldrwst, Lon Fain, Dwyran



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

Recommendation: Permit

Reason for Reporting to Committee

The application is presented to the planning committee at the request of local member Arfon Wyn.

Proposal and Site

The site is located on the southern fringe of the rural settlement of Dwyran, occupying a position closely adjoining the A5025. Use of the site is currently made for agricultural purposes, with boundary treatments of stockproof fencing and mature hawthorn hedging reflective of this use. The southern boundary of the existing enclosure is shared with the A5025 road verge, with the northern boundary being shared with

other agricultural enclosures. Western and eastern boundaries are shared with the residential curtilages of neighbouring properties. The boundary with the neighbour to the west is defined by a mature hedgerow at a substantial height, whilst the boundary with the neighbour to the east is a more sparse hedge but it is noted from a site visit that this boundary includes an outbuilding and a static caravan which provides an element of screening. The site includes a higher ground to its northern portion, with the lower ground to the south being part of the defined flood zone as shown by NRW data/mapping. The site is not part of any landscape designations, although it is worth noting that the Anglesey Coastal AONB lies on the opposite side of the A4080.

The proposal is made for the creation of a 13 unit holiday chalet site, including the creation of new associated access and track. The scheme also proposes landscaping in the form of additional tree planting and the creation of no mow meadow area. Ecological enhancements will also be provided in the form of bird/bat boxes fixed to trees.

Key Issues

The key issues are as following;

- Principle of development
- Visual impact
- Sustainability
- Highways
- Drainage
- Ecology
- Welsh Language
- Impact upon residential amenity

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 TWR 3: Static Caravan and Chalet Sites and Permanent Alternative Camping Accommodation

Policy AMG 1: Area of Outstanding Natural Beauty Management Plans

Policy AMG 5: Local Biodiversity Conservation

Technical Advice Note 12: Design (2016)

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

Policy TRA 4: Managing Transport Impacts

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

Strategic Policy PS 1: Welsh Language and Culture

Strategic Policy PS 4: Sustainable Transport, Development and Accessibility

Strategic Policy PS 5: Sustainable Development

Response to Consultation and Publicity

Consultee	Response
Cynghorydd John Ifan Jones	No response.

Cynghorydd Arfon Wyn	Called in to committee.
Cyngor Cymuned Rhosyr Community Council	Object due to flooding, sewerage and access concerns.
Polisi Cynllunio / Planning Policy	Confirmation of applicable policies.
Priffyrdd a Trafnidiaeth / Highways and Transportation	No objection.
Iechyd yr Amgylchedd / Environmental Health	Standard construction informatives.
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Satisfied with amendments.
Gwasanaeth Cynllunio Archeolegol Gwynedd Archaeological Planning Service	Suggested condition.
Ymgynghoriadau Cynllunio YGC	Concerns in regards to ability of site to obtain SuDS approval.
Dwr Cymru Welsh Water	Condition regarding foul drainage
Cyfoeth Naturiol Cymru / Natural Resources Wales	Condition regarding species conservation.

The proposal was advertised by the posting of personal letters to occupiers of neighbouring properties. At the time of writing this report, 117 web comments had been received and 53 letters of representation. The contents of these letters will be examined later in this report. The department would like to note that notifications have been re-ran 3 times and therefore many of the comments are duplicates.

Relevant Planning History

No relevant planning history

Main Planning Considerations

Principle of Development

The principle of such development is considered under policy TWR of the JLDP. TWR 3 supports the creation of new chalet sites subject to adherence with the following relevant criteria of the policy;

1. Proposals for the development of new static caravan (i.e. single or twin caravan), holiday chalet sites or permanent alternative camping accommodation will be refused within the Anglesey Coast Area of Outstanding Natural Beauty, Llŷn Area of Outstanding Natural Beauty and the Special Landscape Areas. In other locations proposals for new static caravan or holiday chalet sites and permanent alternative camping accommodation will only be granted where:

- i. It can be demonstrated that it doesn't lead to a significant intensification in the provision of static caravan or chalet or permanent alternative camping sites in the locality; and*
- ii. 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; and*
- iii. That the site is close to the main highway network and that adequate access can be provided without significantly harming landscape characteristics and features.*

For the purposes of policy TWR 3, 'intensification' is defined in connection to the 'Isle of Anglesey, Gwynedd and Snowdonia National Park Landscape Sensitivity and Capacity Study'

(Gillespies, 2014). Within the study, each 'Landscape Character Area' (as defined by the Anglesey Landscape Strategy and the Gwynedd Landscape Strategy) is assessed to determine the landscapes overall capacity for caravan and chalet park developments. When considering applications for new developments, reference should therefore be made to the capacity of the local landscape as specified within the Landscape Capacity and Sensitivity Study. The proposed development falls into Landscape Character A12 East Central Anglesey. The Landscape Sensitivity and Capacity study states that the indicative overall capacity in LCA 12:

"Within the AONB and SLA (and areas that contribute to their setting), there is typically no capacity for further static caravan/chalet park developments and extensions.

Outside the AONB and SLAs it is considered there may be some capacity for sensitively sited very small to small scale developments which should relate well to the existing built environment/urban landcover". The study defines very small developments as up to 10 units and small developments as 11-25 units. The proposal is therefore considered as small scale development owing to the number of proposed units. In addition to this, it is considered that the units will be sensitively sited as the substantial vegetation on the boundary will screen most if not all views of the scheme for the public realm. The department are satisfied that the site does not contribute to the setting of the AONB as the aforementioned vegetation prevents the site from being seen in the same context as the AONB. Due to the above, the department do not consider there is reasonable planning grounds to deem the scheme as a significant intensification in the context of its definition under TWR 3.

As mentioned above, the site is well screened from public view by virtue of the mature hedgerow/trees which form the roadside boundary with the A4080. Other intervening structures and internal site hedgerows will also ensure the site would be well screened from Lon Fain. Having visited the site and local highway network, the department are satisfied the site is unobtrusive in its nature and would not harm the visual quality of the landscape. The proposed units are high quality in nature, which will be arranged in varying orientations to the internal access road which adds visual interest to the infernal appearance and prevents a regimented layout. In addition to this, it must be considered the site lies on the rural fringe of an existing settlement and as such would not appear as a standalone or alien feature in the open countryside. Even in the event that the units would be visible, they could be readily assimilated into the landscape without causing visual harm. Subsequently, the department are satisfied criterion ii of the policy can be conformed with.

Criterion iii. requires that the site is close the the main highway network and that means of access can be provided without causing visual harm. The scheme initially proposed vehicular access from the A4080 directly to the south of the site, however due to issues in respect of visibility and flooding, this was found to be unacceptable and access was subsequently moved to Lon Fain. Despite the required access track being relatively long (some 80m), it is not considered that it would cause visual harm as it transect the existing track at the Taldwrst site and as such would not introduce any new features from a visual perspective. In addition to this, the area in semi urban in nature where such features are not uncommon.

Having considered the scheme against the relevant criteria of TWR 3, it is not considered there are any valid or material grounds for refusal on the basis of the principle of the development.

Drainage

Flooding related matters have caused significant concern in regards to the scheme, to both the local authority and local residents alike. The immediate locality of the site has historic issues of flooding, as was confirmed to the LPA by NRW, local residents and the local authority drainage team. It is further noted the lower portions of the site are within the defined flood zone, although the red line area of the development itself is outside of the flood zone. Despite the above, it is not considered there are any planning grounds for refusing on flooding/drainage reasons. This is stated on the basis of 2 reasons, the first of which being the detachment of surface water considerations from the planning process with the introduction of the SuDS process. The application notes that SuDS methods will be used to dispose of surface water, although little more detail has been provided. The detail provided is however acceptable for the purposes of the planning application. Surface water drainage is given full and detailed consideration at the SuDS approval process, which is a completely different statutory function to the planning process. There is no legislation at present in Wales that requires developers to gain SuDS

approval before planning approval and as such the local authority cannot impose that SuDS approval is gained before granting planning permission. Whilst the department are sympathetic and aware of the local flooding issues, the situation is merely a 'wicked issue' of the current planning process and as such any further action in regards to surface water would be outside of the remit of the planning process and the department would run the risk of being considered as acting unreasonably, which has its associated risks in respect of appeal. The second reason that prevents refusal on the grounds of drainage/flooding is that the site itself is outside of the flood area and NRW as the specialists in this regard have confirmed they have no objections to the scheme. In regards to the above, the planning department have no option but to be satisfied in regards to drainage/flooding related matters.

Highways

In addition to drainage matters, highways matters were of particular concern to local residents. As mentioned above, access to the scheme will be provided by a new access and track leading from Lon Fain. Lon Fain (as the name suggests) is a narrow lane leading up from the A4080 into the village. The initial section is dual width, before eventually narrowing down to a section of single width around the area of the proposed new access. Concern was raised by residents in regards to the visibility of the new access along with the capacity of the road to accommodate the traffic generated by the scheme. The highways department were made aware of these concerns, who subsequently visited the site to view the access point and highway network. Following this, the highway department had no objections and were satisfied with the scheme on the basis sufficient visibility could be achieved at the new access and that the local highway network could accommodate the additional traffic as the initial section of road leading from the A4080 was a sufficient width to allow free flow of traffic. It is likely that the majority of the traffic utilising the development would utilise this section of road only. Whilst the department are in acknowledgement of local concerns, the LPA are bound to take the professional opinion of the Highways department on such matters and subsequently the department do not consider that the highway arrangements would cause reason for refusal.

Visual Impact/Design

Due to the location of the site outside of any designated landscapes, the principle policies to consider are PCYFF 3 and PCYFF 4. Both policies are consistent in their thrust, requiring proposals to integrate into the surrounding landscape whilst ensuring that the design complements and enhances the appearance of a site and area. The proposed scheme is high quality in nature and would be well screened from public view by existing boundary treatments. Subsequently, the department do not envisage that the scheme would give rise to an unacceptable negative visual impacts and to that extent, the scheme would effectively integrate into the landscape and enhance the appearance of the site. As the site is also within close proximity to the AONB, it is required that policy AMG 1 is given consideration. AMG 1 states proposals should have regard to the AONB management plan, the main thrust of which is to ensure schemes retain and enhance the visual quality of an area. As the site is well enclosed and screened, the department are of the opinion that natural beauty would at minimum be retained. The scheme is therefore in conformity with AMG 1. Overall, it is not considered there are grounds for refusal on the basis of design or visual impact.

Sustainability

The main principle of sustainability in planning is to ensure that new development is located in places where they are accessible by a range of modes of transport and thus not overly reliant on private transport. The application site is located adjoining the settlement of Dwyran and as such is well positioned to benefit from the local bus routes. In addition to this, the area includes a number of public footpaths. Subsequently, the department are satisfied the scheme accords with the principle of sustainability in planning.

Ecology

Ecological matters were also some of the primary concerns of residents. Ecological matters have been given thorough consideration by the LPA and its Ecology Officer. The scheme was accompanied by an ecological survey to report on the ecological value of the site. No concerns were raised by the Ecology officer in relation to its contents. Following this, recommendations for ecological enhancement and net get were made in line with The Environment Wales Act (2016) and policy AMG 5 of the JLDP. The main

ecological features were the planting of new trees and hedgerow, the creation of a no-mow meadow area along with the installation of bird and bat boxes. The Ecology Officer was satisfied with these measures and as such the department are satisfied with all ecological related matters. The ecology features have been clearly marked on the plans to ensure that they are delivered and are enforceable.

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. 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.

Guidance on the types of relevant applications where the Welsh language needs to be considered is given in Appendix 5 (Screening Procedure) of the SPG (part CH). The guidance contained in Appendix 5 states that all retail, commercial or industrial developments which do not require the submission of a Welsh Language Statement / Assessment should show how consideration has been given to the language. Therefore, this proposal must show consideration has been given to the Welsh language when formulating the proposal. It is noted that commentary regarding the Welsh language is provided within the Planning Statement, which was considered by the Planning Policy Unit to be sufficient in meeting the requirements of the SPG.

Residential Amenity

Policy PCYFF 2 of the JLDP provides a policy starting point for considering residential amenity. PCYFF 2 states proposals will be refused where they would have an unacceptable negative impact upon residential amenity via a variety of aspects. The proposed scheme is well screened from the neighbouring properties and as such it is not considered there are any ill effects arising from overlooking. The department's principle concerns in this respect are noise and disturbance through the proximity of 13 holiday units to the residential property to the west. Having visited the site, the department are satisfied there is sufficient distance from the neighbouring property to the units to prevent noise and disturbance being an issue to an extent that would warrant refusal. From the proposed site plan, it is noted there would be 13m to the nearest chalet, with this distance also intervened by a substantial hedge which would also offer acoustic buffering to some degree. It is further noted that the site does not include any specific outdoor amenity area (benches, fire pits, decking etc) and as such would not encourage significant use of the external areas. Further to this, it must be considered that the neighbouring property is already in close proximity to the existing Taldrwst complex which includes several letting units, B&B rooms along with a bar. Subsequently, the department do not consider that the level of disturbance arising from the scheme would cause such drastic deviation from any existing arrangements that would warrant refusal on this basis alone. The department would also draw attention to the proximity of the site to the busy A4080 along with the settlement of Dwyran, which have their own background levels of disturbance/noise. Overall, it is not considered that there are grounds to refuse on the basis of impact upon residential amenity.

Letters of Representation.

At the time of writing this report, 117 web comments had been received and 53 letters of representation. Of these representations, 7 were in support (including a petition with 53 signatures) with the 163 remaining representations being in objection. The main issues raised in objection were as below;

1. Lon Fain is too narrow to accommodate scheme.
2. Peace and privacy of local residents negatively effected.
3. Site will give rise to antisocial behaviour.
4. Will have a negative impact on biodiversity including bats and swallows.
5. Site is in a flood zone.
6. Proposal will exacerbate existing flooding issues due to increased runoff.
7. Scheme will give rise to unacceptable light pollution.

8. Local highway network will be unable to deal with traffic.
9. Public sewer will be unable to accommodate additional loading.
10. Scheme will be an oversupply of holiday accommodation.
11. Scheme will have negative impact upon Welsh Language.
12. Scheme will not provide any local employment.
13. Site is within AONB
14. Proposal will damage appearance of AONB
15. Loss of agricultural land.
16. Excessive hardstanding
17. Lack of community benefits.
18. No confirmation if the units will be short or long term lets.

In response to these comments, the department would make the following observations;

1. The Local Authority Highway department were satisfied with the access and capacity of Lon Fain and offered no objections.
2. Having visited the site and compared the scheme against the Supplementary Planning Guidance Design Guide, the department are not of the opinion that the scheme would have a detrimental impact upon residential amenity.
3. The department cannot assume that the scheme will give rise to antisocial behaviour. The use is for high quality holiday lodges and antisocial behaviour is not considered inherent to this use. Any arising anti social behaviour would be dealt with under different statutory processes.
4. The scheme was assessed by both the Ecology Officer and NRW as the specialists in this field, both of which offered no objections and NRW requesting a condition in this regard.
5. The site is outside of the defined flood zone. This has been confirmed in writing by NRW.
6. Surface water matters are dealt with under the SuDS process which the developer must obtain before commencing development.
7. No concerns regarding light pollution was raised by NRW or the ecology officer. Site lighting has been kept to a minimum, with any lighting being downward facing.
8. The Highways department raised no concerns in regards to the capacity of the local highway network.
9. Dwr Cymru as the sewerage statutory undertaker had no objections to the foul flows being accommodated by their system.
10. Oversupply of holiday accommodation is not a material consideration for developments of this nature.
11. The Welsh Language requirements of the scheme have been met by virtue of the submission of a planning statement showing how the Welsh Language has been considered. The department are not of the opinion that refusal can be recommended on these grounds if the policy requirements have been fulfilled.
12. There is no requirement for the scheme to provide employment.
13. The site is outside of the AONB.
14. The site is very well screened by vegetation and as such would not be seen in the context of the coastal AONB area. Subsequently, the department do not consider the AONB is harmed.
15. The plot of land is very small in scale and as such the department do not consider that the loss of this land would be of such a scale that would have a drastic impact on food production for the future in line with policy PS 6.
16. It is considered that hardstanding has been kept to an absolute minimum, all internal access roads and parking areas will be of porous construction. Hardstanding will be limited to the concrete pads for each unit.
17. There is no policy requirement for the scheme to provide community benefits and as such it is not reasonable to refuse on these grounds.
18. It is not required for this to be confirmed. A condition will be imposed which restricts the use to holiday use only and not as a persons sole or main place of residence.

Conclusion

The scheme in its original form raised several concerns with both the Planning Authority and specialist consultees, with particular concern drawn to highways and flooding matters. The scheme has since been altered in line with the specialist consultees comments, which subsequently overcame concerns in relation to the previously mentioned highways and flooding issues. In addition to this, the scheme was considered against the relevant policies of Joint Local Development Plan, where it was found that no policies were contravened. On planning balance, the scheme was found to be acceptable subject to the imposition of conditions. No sufficiently material reasons for refusal were encountered as part of the determination process and as a result it is the departments stance that the scheme should be 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.

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

(03) 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.

(04) No development shall commence until a foul water drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul water flows and thereafter implemented in accordance with the approved details prior to the occupation of the development.

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 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.

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

Reason: To 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.

(07) 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 use hereby permitted is commenced.

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

(08) No surface water from within the development shall discharge onto the highway.

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

(09) The site shall be landscaped strictly in accordance with [insert plan reference] 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.

(10) Only foul water from the development site shall be allowed discharge to the public sewerage system and this discharge shall be made at manhole reference SH4658301 as indicated on the extract of the Sewerage Network Plan attached to this decision notice.

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

(11) No development, including site clearance, shall commence until a site-wide Species Conservation Plan has been submitted to and approved in writing by the Local Planning Authority. The Conservation Plan should include:

- Build upon the principles outlined in the Ecological Assessment report by Clwydian Ecology, 22nd February 2023
- A plan showing areas to be retained which should identify the extent and location on appropriate scale
- Details of the siting and type of external lighting to be used
- Drawings setting out light spillage in key sensitive areas (boundary features/trees)
- Details of protective measures to be taken to minimise the impacts
- Details of timing, phasing and duration of construction activities and conservation measures
- Timetable for implementation demonstrating that works are aligned with the proposed phasing of the development
- Details of initial aftercare and long-term maintenance
- Actions to be taken in event previously unidentified species features are found
- Ecological Compliance Audit, including key performance indicators
- Persons responsible for implementing the works
- Details of measures to prevent or reduce incidental capture or killing

The Species Conservation Plan shall be carried out in accordance with the approved details.

Reason: To ensure that an approved Species Conservation Plan is implemented, which protects species affected by the development.

(12) (a) No development (including topsoil strip or other groundworks) shall take place until a specification for a programme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and all archaeological work completed in strict accordance with the approved details.

(b) A detailed report on the archaeological work, as required by condition (a), shall be submitted to and approved in writing by the Local Planning Authority within six months of the completion of the archaeological fieldwork.

Reasons: (a) To ensure the implementation of an appropriate programme of archaeological mitigation in accordance with the requirements of Planning Policy Wales 2018 and TAN24: The Historic Environment.

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

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:

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/2023/42

Applicant: Gary Poole

Description: Full application for the demolition of the existing dwelling together with the erection of two new dwellings at

Site Address: Treiddon, Beach Road, Menai Bridge.



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

Recommendation: Permit

Reason for Reporting to Committee

At the request of the Local Member - Councillor Robin Williams.

Proposal and Site

The application is for the demolition of the existing dwelling together with the erection of two new dwellings at Treiddon, Beach Road, Menai Bridge.

The application site is located between Beach Road and Cambria Road within the designated Conservation Area and within the Setting of the Grade I listed Menai Suspension Bridge.

Key Issues

The key issues are whether the development is in compliance with local and national planning policies and whether it is acceptable in terms of design, siting, scale, appearance, highway safety and impact upon the character and appearance of the designated conservation area.

Policies

Joint Local Development Plan

Strategic Policy PS 6: Alleviating and Adapting to the Effects of Climate Change
Strategic Policy PS 19: Conserving and Where Appropriate Enhancing the Natural Environment
Strategic Policy PS 5: Sustainable Development
Strategic Policy PS 20: Preserving and where Appropriate Enhancing Heritage Assets
Strategic Policy PS 1: Welsh Language and Culture
Policy TRA 2: Parking Standards
Policy PCYFF 3: Design and Place Shaping
Policy PCYFF 1: Development Boundaries
Policy PCYFF 2: Development Criteria
Policy TAI 2: Housing in Local Service Centres
Policy AMG 5: Local Biodiversity Conservation
Policy AT 1: Conservation Areas, World Heritage Sites and Registered Historic Landscapes, Parks and Gardens

Planning Policy Wales (Edition 11, February 2021)

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

Technical Advice Note 12: Design (2016)

Technical Advice Note 24: The Historic Environment (2017)

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

Menai Bridge Conservation Area Character Appraisal SPG (2012)

Response to Consultation and Publicity

Consultee	Response
Iechyd yr Amgylchedd / Environmental Health	Comments in relation to environmental considerations.
Cyfoeth Naturiol Cymru / Natural Resources Wales	No objection/condition.
Ymgynghorydd Treftadaeth / Heritage Advisor	No objection.
Priffyrdd a Trafnidiaeth / Highways and Transportation	No objection.
Ymgynghorydd Tirwedd / Landscape Advisor	No response at the time of writing the report.
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Comments in relation to ecology and biodiversity matters.
Cynghorydd Robin Wyn Williams	Request that the application be referred to the Planning and Orders Committee for determination.
Cyngor Tref Porthaethwy / Menai Bridge Town Council	Objection.

Polisi Cynllunio / Planning Policy	Comments and advice in relation to the relevant policy framework.
Cyngor Gwynedd Council	No comments.
Cynghorydd Dyfed Wyn Jones	No response at the time of writing the report.
Dwr Cymru Welsh Water	No objection.
Ymgynghoriadau Cynllunio YGC	Comments in relation to SuDS requirements and flood risk.
Cynghorydd Sonia Williams	No response at the time of writing the report.
Rheolwr Polisi a Strategaeth / Policy & Strategy Manager	The submitted information is sufficient and meets the requirements of the policy.

The application was afforded two means of publicity. These were the posting of personal notification letters to the occupiers of the neighbouring properties and the publication of an advert in the local press. The latest date for the receipt of representations was the 19/07/2023. At the time of writing this report, 18 representations had been received and the main points are summarised below:

- Existing dwelling is structurally sound and occupied. / *There is no policy requirement in relation to this development that requires it to be demonstrated that the existing building cannot be retained or that it is not economically feasible to do so. Policy TAI 13 is not relevant to this development which is not for a replacement dwelling but rather the development of two dwellings in lieu of one, however in any case, criterion 4 which requires that it be demonstrated that the existing dwelling is not capable of retention or that it is not economically feasible to do so applies only to development outside development boundaries.*
 - Concern regarding disruption during demolition/construction works i.e. road closure/obstruction, noise, dust, pollution etc. / *It is inevitable that some disruption will occur during the development works, however this is not sufficient grounds in itself to refuse permission. The consent will be subject to conditions requiring the submission of a Construction Traffic Management Plan and a Construction Environmental Management Plan.*
 - Concern regarding impact on Conservation Area and nearby Listed Buildings/structures / *Addressed in the main body of the report.*
 - Concerns regarding design, scale, appearance, materials would be out of keeping with the character of the area. / *Addressed in the main body of the report.*
 - Concern regarding impact on SSSI. / *The permission will be subject to a condition requiring the submission of a Construction Environmental Management Plan.*
 - Concern regarding impact on AONB / *The site is not located in an AONB.*
 - Concern regarding impact on wildlife/biodiversity / *A Protected Species Survey has been submitted with the application which found no evidence of bats using the property, however biodiversity enhancements are proposed as required by Section 6 of the Environment Wales Act 2016/*
 - Concern that the property would be used as holiday homes / Air B&B / *The application is for the development of 2 dwellings, however consent would not be required for their use as second homes or short term holiday lets unless the Authority adopts an Article 4 direction removing permitted development rights for changes of use between dwellings, second homes and short term holiday lets.*
 - Concern regarding parking/traffic / *The highways department have been consulted on the proposal and have raised no objections.*
 - Concern regarding the affordability of the properties / *As the proposal leads to one additional dwelling it does not exceed the threshold which would trigger a requirement for affordable housing.*
 - Concern that they will become HMO's / *Further planning permission would be required for a change of use to HMO's.*
- Site is in a high radon gas area / *Any issues in relation to radon gas will be dealt with by Building Control under other legislative provisions, nevertheless, the permission will be subject to a condition requiring the submission of a remediation strategy in the event that any contamination is found on the site,*

- Concern regarding potential loss of light, privacy and amenity of neighbouring properties. / *It is not considered that the proposal will give rise to significantly greater impacts than currently existing from the existing dwelling.*
- Concern regarding the risk to existing properties from demolition and excavation works. / *Concerns in this regard have been addressed through the submission of an addendum to the Structural Survey. In any case the developer would be liable for any damage caused to adjacent properties as a result of the development works.*
- Concern regarding increased noise, disturbance etc from additional dwelling. / *It is not considered that the development of one additional dwelling would give rise to significantly greater impacts in terms of increased noise, disturbance, activity etc.*

Relevant Planning History

39C401 - Estyniad i'r annedd / Extension to dwelling at Treiddon, Ffordd y Traeth/Beach Road, Porthaethwy/Menai Bridge - Caniatau/Granted - 06.10.05

FPL/2022/12 - Cais llawn i ddymchwel yr annedd bresennol ynghyd â chodi annedd newydd yn / Full application for the demolition of the existing dwelling together with the erection of a replacement dwelling at - Treiddon, Ffordd y Traeth/Beach Road, Porthaethwy/Menai Bridge - Gwrthod / Refused 30.08.2022

CAC/2022/1 - Cais Ardal Gadwraeth i ddymchwel yr annedd bresennol ynghyd â chodi annedd newydd yn /Conservation Area Consent for the demolition of the existing dwelling together with the erection of a replacement dwelling at - Treiddon, Ffordd y Traeth/Beach Road, Porthaethwy/Menai Bridge - Gwrthod / Refused 20.06.2022

CAC/2023/1 - Cais Ardal Gadwraeth i ddymchwel yr annedd bresennol ynghyd â chodi dau annedd newydd yn / Conservation Area Consent for the demolition of the existing dwelling together with the erection of two new dwellings at - Treiddon, Ffordd y Traeth/Beach Road, Porthaethwy/Menai Bridge - Caniatau/Granted 18.05.2023

Main Planning Considerations

The application site is located within the development boundary of the Local Service Centre of Menai Bridge and therefore accords with policy PCYFF 1.

The subject building is also within the designated Conservation Area and within the Setting of the Grade I listed Menai Suspension Bridge.

The development already benefits from Conservation Area Consent which was granted on 18.05.2023 under application reference CAC/2023/1.

The proposed development site is located between Beach Road and Cambria Road near the foot of Menai Bridge directly overlooking the Menai Strait. The site is prominent when viewed from the mainland and from the span of the Menai Suspension Bridge. To the rear of the building is situated the c1686 grade II* listed former ferry house *Cambria*.

Policy PCYFF 2 relates to development criteria and requires that proposals comply with relevant plan policies and national planning policy and guidance.

Policy PCYFF 3 relates to design and place shaping and requires that 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. Proposals, including extensions and alterations to existing buildings and structures will only be permitted provided they conform, where relevant to the policy criteria.

Criterion 1 requires that it complements and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing and elevation treatment.

Criterion 2 requires that it respects the context of the site and its place within the local landscape, including its impact on important principle gateways into Gwynedd or Anglesey, its effects on townscape and the local historic and cultural heritage and it takes account of the site topography and prominent skylines or ridges.

Criterion 3 requires that it utilises materials appropriate to its surroundings and incorporates hard and soft landscaping and screening where appropriate, in line with policy PCYFF 4.

Criterion 6 requires that its drainage systems are designed to limit surface water run-off and flood risk and prevent pollution.

JLDP Policy PCYFF 4 requires that 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. A landscape scheme should, where relevant:

1. Demonstrate how the proposed development has given due consideration to the Landscape Character Area Assessment or Seascape Character Area Assessment;
2. Demonstrate how the proposed development respects the natural contours of the landscape;
3. Demonstrate how the proposed development respects and protects local and strategic views;
4. Respect, retain and complement any existing positive natural features, landscapes, or other features on site;...

Strategic policy PS 20 relates to preserving and where appropriate enhancing heritage assets and states that in seeking to support the wider economic and social needs of the Plan area, the Local Planning Authorities will preserve and where appropriate, enhance its unique heritage assets. Proposals that will preserve and where appropriate enhance the following (relevant) heritage assets, their setting and significant views into and out of the building/area will be granted:

2. Listed Buildings and their Curtilages
3. Conservations Areas (in line with Policy AT1

Policy AT 1 relates to Conservation Areas, World Heritage Sites and Registered Historic Landscapes, Parks and Gardens and states that proposals within or affecting the setting and/or significant views into and out of Conservations Areas, World Heritage Sites and Registered Historic Landscapes, Parks and Gardens must, where appropriate, have regard to:

1. Adopted Conservation Area Character Appraisals, Conservation Area Plans and Delivery Strategies
2. World Heritage Site Management Plans
3. The Register of Landscape, Parks and Gardens of Special Historic Interest in Wales

Proposals should be supported by a Heritage Impact Assessment, where appropriate.

The proposed contemporary replacement buildings demonstrates a significant design improvement upon the previously refused application (Refs. FPL/2022/12 & CAC/2022/1) where a design of flat roof modern box architecture dominated by full glazing to South elevation and wrap around contemporary cladding marred the local architectural character.

The current proposed scale, form, height, and design including gable end frontages and greatly reduced fenestration facing the Strait allow for a far better assimilation with the surrounding historic architecture. The proposed two gable end frontage reflects the existing variation in roof pitch and heights found within this part of the conservation area and the proposed design approach is considered to be comparable with surrounding building forms fronting the Strait.

The initial proposals were amended so as to propose slate roofs, coloured render walls, and Moelfre masonry instead of metal roof and large expanse of wall cladding. Whilst the proposed design retains some new wall cladding, its location under partially recessed apexes to front elevation will significantly reduce its notable presence and visual impact. It is considered that these amendments allow the proposals to successfully integrate with the local architectural detailing and historic context.

The proposed design also retains the currently restrained outward views from the conservation area (Cambria Road) towards the historic Menai Suspension Bridge. Inward views of the historic conservation area, from the Menai Suspension Bridge and the mainland, would also not be adversely impacted as the form, height, scale and materials of the proposed dwellings are in-keeping with the surrounding buildings.

The impacts of the proposals upon the setting of adjacent or nearby listed buildings are not considered to be significant with the proposed scale, form, height and materials being similar to those found within the conservation area.

Furthermore, it is not considered that the proposed development would harm the character and appearance of the conservation area.

Consequently, it is considered that the development accords with the provisions of JLDP policies, PCYFF3, PCYFF4, PS20 and AT1.

The demolition of the existing dwelling and erection of 2 new dwellings results in the creation of 1 new dwelling. The proposal in this regard must therefore be assessed under the provisions of policy TAI 2 of the JLDP.

Menai Bridge is identified as a Local Service Centre under the provisions of Policy TAI 2 of the JLDP. This policy supports housing to meet the Plan's strategy through housing allocations and suitable unallocated sites within the development boundary based upon the indicative provision shown within the Policy.

The indicative provision for Menai Bridge over the Plan period is 115 units (74 units on allocated sites and 41 units on windfall sites) (which includes a 10% 'slippage allowance', which means that the calculation has taken account of potential unforeseen circumstances that could influence delivery of housing due to, e.g. land ownership issues, infrastructure constraints, etc.). During the period of 2011 to 2022, a total of 70 units have been completed in Menai Bridge (15 on allocated sites and 55 on windfall sites). The total landbank (windfall and allocated sites), i.e. sites with existing planning consent, and likely to be developed at April 2022 stood at 49 units). When considering all this information together, there is insufficient capacity within Menai Bridge for this additional windfall unit.

The Plan's Monitoring Framework will consider the number of units that are completed annually in order to determine if the Plan is achieving the housing requirement. Annual monitoring will also allow the Councils to determine what type of sites will supply housing i.e designation or windfall sites. The focus will be on the units completed rather than permissions. As well as this, the Monitoring Framework will try to assess if the Plan's Settlement Strategy is being achieved. This indicator looks at housing consents. Policy PS 17 in the Plan states that 22% of the Plan's housing growth will be located within the Local Service Centres. The indicative growth level (including 10% slippage) for Local Service Centres is 1754 units. 906 units were completed between 2011 and 2022 in all Local Service Centres and that 557 units were in the land bank. This means that there is a current shortfall of 291 units. Currently, therefore, the approval of this site can be supported by the expected provision within the Local Service Centres category.

However, as the settlement can achieve its expected level of growth on sites through units completed, implementation of the current land bank and development of the allocated site, this application will need to be justified outlining how the proposed development is addressing the needs of the local community.

Further information has been submitted to justify the need for this proposal in Menai Bridge which has been reviewed by the Policy Officer who has confirmed that the submitted information is acceptable and that the proposal is justified and would meet the needs of the local community.

In addition in line with criterion (1b) of Policy PS 1 'Welsh Language and Culture' since this development would cumulatively provide more than the overall indicative housing provision for the settlement, a Welsh Language statement should be submitted in support of the application.

A Welsh Language Statement has been submitted and reviewed by the Policy and Welsh Language Manager who has confirmed that the submitted information is sufficient and meets the requirements of the policy.

The Highways Department have been consulted on the proposal. They have commented that whilst they acknowledge that the parking provision on the proposed site is minimal, given the specific circumstances of the urban area and the availability of ample parking in the vicinity, as well as the accessibility of public transportation options, we do not object to the proposed development.

Menai Bridge, being an urban area with a well-established transport network, benefits from a range of parking facilities located within reasonable proximity to various destinations. These parking facilities, including public car parks, on-street parking, and private parking spaces, are expected to adequately accommodate the parking demands generated by the proposed development.

The application is also accompanied by a Protected Species Survey. The Report confirms that no bats were found to be using the building. Biodiversity enhancement are proposed in the form of bat and bird boxes which satisfy the requirements of policy AMG5 and the Section 6 duty under the Environment Wales Act 2016.

The consultation response received from Natural Resources Wales (NRW) confirms that the planning application proposes highly vulnerable development (residential). The application site is within Zone A of the Development Advice Map (DAM) contained in TAN15 (2004). However, NRW's Flood Map for Planning (FMfP) identifies the application site to be at risk of flooding and within Flood Zone 3 (Sea). As confirmed in the letter from Welsh Government dated 15 December 2021, the FMfP represents better and more up-to-date information on areas at flood risk than the DAM.

NRW have reviewed the Flood Consequences Assessment (FCA) undertaken by Phil Jones Consultancy, dated March 2023 and are satisfied that the FCA has demonstrated that the risks and consequences of flooding can be managed to an acceptable level for the reasons explained below. The FCA demonstrates that tidal flood levels during the 0.5% (1 in 200 year) and 0.1% (1 in 1000 year) tidal flood events plus climate change allowance would reach levels of 6.43m and 6.62m AOD respectively. Appendix 2 of the FCA shows a section through the site indicating the Finished Floor Level (FFL) of the ground floor will be set at 6.50m AOD. As such, the development as proposed has demonstrated compliance with Sections A1.14 and A1.15 of TAN15 ie. it has been designed to be flood free for the 0.5% (1 in 200 year) plus climate change allowance tidal flood event and to flood to no more than 600mm in the 0.1% (1 in 1000 year) plus climate change allowance tidal flood event.

In light of the above NRW have therefore confirmed that they have no objection to the proposals subject to the inclusion of a condition that the finished floor level of the development be set no lower than 6.50m AOD.

Conclusion

The proposal is considered to be acceptable and accords with relevant local development plan policies and it is not considered that the proposal would give rise to a significant detrimental impact upon the amenities of neighbouring properties or upon the character and appearance of the designated Conservation Area.

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 finished floor level of the development shall be set no lower than 6.50m AOD.

Reason: To protect the development from flooding.

(03) The car parking accommodation shall be completed in full accordance with the details as shown on the submitted plan reference 2914:23:3A Rev. C 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.

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

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

(06) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 (or any Order revoking or re-enacting that Order), the development permitted by Classes A, B, C, D, and E of Part 1 of Schedule 2 are hereby excluded.

Reason: In the interests of residential and visual amenity.

(07) The development hereby approved shall be carried out in accordance with the Conclusions, Recommendations, Mitigation for Bats and Nesting Birds sections 8 and 9 of the Protected Species by Clwydian Ecology dated 6th August 2021.

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

(08) In the event of any contamination being found, a suitable Remediation Strategy should be prepared for the site which should be submitted to the Local Planning Authority for its written approval prior to any other works being carried out.

Reason: In the interests of public health.

(09) The commencement of the development shall not take place until there has been submitted to and approved in writing by the Local Planning Authority, a Construction Traffic Management Plan (CTMP). The CTMP shall include;

(i) The routing to and from the site of construction vehicles, plant and deliveries.

(ii) The type size and weight of construction and delivery vehicles to be used in connection with the construction of the development, having regard to the geometry, width, alignment and structural condition of the highway network along the access route to the site;

- (iii) The timing and frequency of construction and delivery vehicles to be used in connection with the development, having regard to minimising the effect on sensitive parts of the highway network and construction routes to the site, including regard for sensitive receptors e.g. schools and network constraints;
 - (iv) Measures to minimise and mitigate the risk to road users in particular non-motorised users;
 - (v) The arrangements to be made for on-site parking for personnel working on the Site and for visitors;
 - (vi) The arrangements for loading and unloading and the storage of plant and materials;
 - (vii) Details of measures to be implemented to prevent mud and debris from contaminating the adjacent highway network;
- The construction of the development shall be completed in accordance with the approved plan.

Reason: To ensure reasonable and proper control is exercised over construction traffic and construction activities in the interests of highway safety.

(10) No development or site clearance shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall set out, as a minimum, site specific measures to control and monitor impacts arising in relation to construction traffic, noise and vibration, dust and air pollutants, land contamination, ecology and ground water. It shall also set out arrangements by which the developer shall monitor and document compliance with the measures set out in the CEMP. The development shall be carried out in full accordance with the approved CEMP at all times.

Reason: To ensure necessary management measures are agreed prior to commencement of development and implemented for the protection of the environment during construction to ensure environmental compliance, to manage the risk of pollution incident and to protect sensitive receptors from potential indirect impacts.

(11) 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: 2914:23:1
- Proposed Site Plan: 2914:23:3A
- Proposed Elevations: 2914:23:6B
- Proposed Floor Plans: 2914:21:5
- Flood Consequences Assessment: Phil Jones Consultancy, March 2023
- Protected Species Survey, Clwydian Ecology, 6 August 2021
- Structural Report, Datrys, 25 September 2021
- Addendum to Structural Report, Datrys Letter dated 11 September 2023

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: PS1, PS5, PS6, PS19, PS20, TRA2, PCYFF1, PCYFF2, PCYFF3, TAI2, AMG5.

INFORMATIVE

Vibration:

It is highly recommended that the applicant undertake an external and internal pre-condition survey of all residential properties that will be in close proximity to any piling / rock breaking / pecking / demolition activities to check for any pre-existing cracks and structural damage. This would not only protect the

developer from any future legal claims of damage etc., but it would also provide the residents with some degree of comfort that any issues relating to the properties as a direct result of the developers activities could be addressed in a reasonable and proportionate manner.

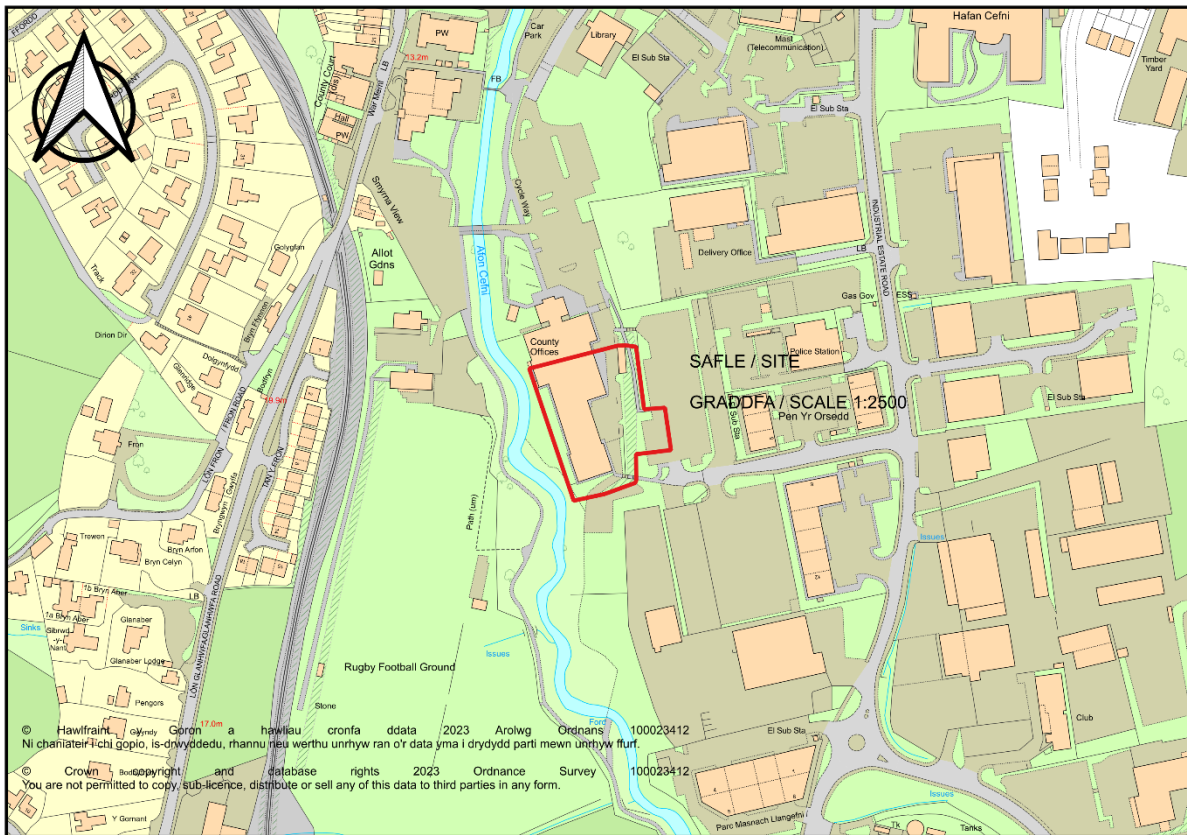
In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

Application Reference: FPL/2023/235

Applicant: Mr Richard Hall

Description: Full application for the construction of a plant room to house two water source heat pumps, installation of two air source heat pumps, erection of steel fencing, erection of steel barrier together with associated works at

Site Address: Isle of Anglesey County Council, Llangefni



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

Recommendation: Permit

Reason for Reporting to Committee

The application site is Council owned land.

Proposal and Site

The application is made for the construction of a plant room to house two water source heat pumps, installation of two air source heat pumps, erection of steel fencing, erection of steel barrier together with associated works on land adjacent to the Isle of Anglesey County Council Offices, Llangefni

Key Issues

The key issues are whether the proposal complies with relevant local and national planning policies.

Policies

Joint Local Development Plan

Policy PCYFF 4: Design and Landscaping
Strategic Policy PS 6: Alleviating and Adapting to the Effects of Climate Change
Policy PCYFF 3: Design and Place Shaping
Policy PCYFF 1: Development Boundaries
Strategic Policy PS 7: Renewable Energy Technology
Policy PCYFF 5: Carbon Management
Policy ADN 3: Other Renewable Energy and Low Carbon Technologies
Strategic Policy PS 19: Conserving and Where Appropriate Enhancing the Natural Environment
Policy PCYFF 2: Development Criteria
Strategic Policy PS 5: Sustainable Development
Policy AMG 5: Local Biodiversity Conservation

Planning Policy Wales (Edition 11, February 2021)

Technical Advice Note 15: Development and Flood Risk (2004)
Technical Advice Note 5: Nature Conservation and Planning (2009)
Technical Advice Note 8: Renewable Energy (2005)

Response to Consultation and Publicity

Consultee	Response
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Comments/advise in relation to ecology & biodiversity matters.
Draenio / Drainage	Comments in relation to need for flood risk activity permit from NRW.
Cyngor Tref Llangefni Town Council	Support.
Cynghorydd Nicola Roberts	No response at the time of writing the report.
Iechyd yr Amgylchedd / Environmental Health	Comments/advice in relation to environmental considerations.
Polisi Cynllunio / Planning Policy	Comments/advise in relation to the relevant policy framework.
Priffyrdd a Trafnidiaeth / Highways and Transportation	No objection.
Cynghorydd Geraint ap Ifan Bebb	No response at the time of writing the report.
Cyfoeth Naturiol Cymru / Natural Resources Wales	No objection.

The application was afforded statutory publicity.. This was by the posting of personal notification letter to the occupiers of the neighbouring properties. The latest date for the receipt of representations was the 04/10/2023.

At the time of writing the report, no representations had been received by the department.

Relevant Planning History

34LPA700/CC- Dymchwel y swyddfeudd presennol ynghyd a codi swyddfeudd newydd gyda maes parcio cysylltiedig / Demolition of the existing offices and erection of new offices and associated car parking - Dim Gwrthynebiad/No objection 10.12.97

34LPA700A/CC - Gosod ffenstri newydd yn y tô / Installation of roof windows - Caniatau/Granted 17.10.00

34LPA700B/CC - Darparu 4 ffenestr 'velux' / Provision of 4 velux windows - Caniatau/Granted 6.12.02

34LPA700C/CC - Estyniad i'r maes parcio / Extension to car park - Caniatau/Granted 7.3.03

34LPA700D/CC - Codi prif fynedfa newydd / Erection of a new main entrance - Caniatau/Granted 10.1.07

34LPA700E/CC - Creu mynedfa newydd i compownd y Cyngor a cau y fynedfa presennol, gosod tanciau/gorsaf llenwi nwy a creu 6 lle parcio newydd yn / Construction of a new vehicular access to the Council's compound and close existing access, installation of gas storage tank/filling station and construction of 6 additional parking spaces - Caniatau/Granted 2.10.08

FPL/2022/198 - Cais llawn ar gyfer gosod 2 Bwmp Gwres Ffynhonnell Aer 470kW ac ystafell beiriannau sy'n cynnwys 2 Bwmp Gwres Ffynhonnell Dŵr ynghyd â datblygiad cysylltiedig yn / Full application for the installation of 2no 470kW Air Source Heat Pumps and a plant room house housing 2 no Water Source Heat Pumps together with associated development at Cyngor Sir Ynys Mon/ Isle of Anglesey County Council Llangefni - Caniatau/Granted - 05.10.2022

Main Planning Considerations

Planning permission has previously been granted on the 5th October 2022 for a similar development on land to the rear of the Council Offices under application reference FPL/2022/198. However, due to subsequent concerns raised regarding the previously proposed area and flooding this application seeks to provide an alternate location elevated within the existing car parking area which will negate the potential or impact of a flooding risk.

Policy PCYFF1 of the JLDP states that proposals within Development Boundaries will be approved in accordance with the other policies and proposals of this Plan, national planning policies and other material planning considerations.

The application site is located within the development boundary of the Urban Service Centre of Llangefni on a safeguarded employment site and therefore accords with policy PCYFF 1.

Policy PCYFF2 relates to development criteria and requires that proposals should demonstrate its compliance with relevant plan policies and national planning policy and guidance.

Policy PCYFF 3 relates to design and place shaping and requires that 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. Proposals, including extensions and alterations to existing buildings and structures will only be permitted provided they conform, where relevant to the policy criteria.

Criterion 1 requires that it complements and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing and elevation treatment.

Criterion 2 requires that it respects the context of the site and its place within the local landscape, including its impact on important principle gateways into Gwynedd or into Anglesey, its effects on

townscape and the local historic and cultural heritage and it takes into account of the site topography and prominent skylines or ridges.

Criterion 3 requires that it utilises materials appropriate to its surroundings and incorporates hard and soft landscaping and screening where appropriate, in line with policy PCYFF 4.

Policy PCYFF 4 of the JLDP relates to Design and Landscaping and states that 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.

Policy AMG 5 of the JLDP relates to Local Biodiversity Conservation and states that proposals must protect and, where appropriate, enhance biodiversity that has been identified as being important to the local area by:

- a. avoiding harmful impacts through the sensitive location of development;
- b. considering opportunities to create, improve and manage wildlife habitats and natural landscape including wildlife corridors, stepping stones, trees, hedges, woodlands and watercourses.

A proposal affecting sites of local biodiversity importance will be refused unless they can conform with all the following criteria:

1. that there are no other satisfactory alternative sites available for the development
2. the need for the development outweighs the importance of the site for local nature conservation
3. that appropriate mitigation or compensation measures are included as part of the proposal.

The proposal involves the construction of a plant room to house two water source heat pumps, installation of two air source heat pumps, erection of steel fencing, erection of steel barrier together with associated works

A Bigfoot system will be adopted to support the proposed air source heat pumps, utilising the existing tarmac surface removing the need to create penetrations and additional fixtures into the existing area. Through which, ensuring a minimally invasive and increased ability to undertake plant replacement.

The proposed modular plantroom is to be erected using a GRP enclosed set on a galvanised universal beam and column structure. While concrete pads will elevate the development from the existing finish floor level. This will allow for a suitable structure and security for the equipment which is to be installed through this application.

The modular plantroom is to be enclosed by a GRP enclosure. This will allow for suitable internal conditions to house the respective equipment to enable the air source heat pumps to be used efficiently. While the enclosure has been designed to ensure suitable maintenance and access space has been ensured internally for the equipment. Thus, ensuring there is no risk to the over sizing of the enclosure. This will be house on individual concrete pads and pedestals which will enable for the enclosure to be lifted from the ground, providing suitable flood protection when required.

A gated perimeter fence will be installed to the proposed area. This fence will allow for clear definition of the private area which is dedicated to the facilities to service the air source heat pumps. While ensuring once more than only authorised people can access into the area. As well to ensure a clear definition to the site boundary, which is in close proximity to the proposed. Utilising the existing path which is adjacent to the proposed development.

To provide protection to the development from the retained car parking spaces which are to be utilised for the installation. Armco barrier are to be installed to provide sufficient impact collision protection. These barriers will enable pedestrian walkways to be unobstructed and continued in their existing use and providing visual and physical barriers into the area.

As the proposal is located on part of the existing Council car park and would result in the reduction of 6 parking spaces, a Workplace Travel Plan (WTP) has been submitted with the application.

The WTP has assessed the impact of the development on the capacity and demand of the car park. It confirms that the current provision is 482 spaces and that at present there is approximately 45% of staff on site at any one time resulting in only 60% of the car parking allocation being filled at any one time. This demonstrates that the loss of 6 spaces would not have a detrimental impact upon the demand for parking spaces.

The Highways Department have been consulted on the proposal and reviewed the submissions and have confirmed that they have no objection or concerns in this regard.

The proposal is therefore considered to be acceptable in terms of its design and appearance and accords with policy PCYFF 3.

The application is also accompanied by a Biodiversity Enhancement Plan which proposes the provision of 2 bat boxes, 2 bird boxes and the expansion of the wildflower meadow. The Ecological Adviser has been consulted on the proposals and is satisfied that the biodiversity enhancements proposed are appropriate and meet the requirements of policy AMG5 and the Section 6 Duty of the Environment Wales Act 2016.

Policy PS 7 relates to Renewable Energy Technology and states that the Council's will seek to ensure that the Plan area wherever feasible and viable realises its potential as a leading area for initiatives based on renewable or low carbon energy technologies by promoting:

1. Renewable energy technologies within development proposals which support energy generation from a variety of sources which include biomass, marine, waster, water, ground, solar, wind, including micro generation;
2. Free-standing renewable energy technology development

This will be achieved by:

3. Ensuring that installations in areas covered by international or national designations and visible beyond their boundaries, or areas of local landscape value, in accordance with Strategic Policy PS 19 do not individually or cumulatively compromise the objectives of the designations especially with regard to landscape character and visual impact;
4. Ensuring that installations in accordance with PS 19 do not individually or cumulatively compromise the objectives of international, national and local nature conservation designations;
5. Supporting installations outside designated areas provided that the installation would not cause significant demonstrable harm to landscape character, biodiversity, or amenity of residential or holiday accommodation, either individually or cumulatively.

Policy ADN 3 relates to Other Renewable Energy and Low Carbon Technologies and states that proposals for renewable and low carbon energy technologies, other than wind or solar, which contributes a low carbon future will be permitted, provided that the proposal conforms to the following criteria:

1. All impacts on landscape character, heritage assets and natural resources have been adequately mitigated, ensuring that the special qualities of all locally, nationally and internationally important landscape, biodiversity and heritage designations, including, where appropriate, their setting are conserved or enhanced.
2. That the proposal does not have a significant unacceptable effect on visual amenities;
3. That the proposal is mitigated to ensure that there aren't any significant unacceptable effects on sensitive uses located nearby;
4. Where appropriate, that the proposal does not have a significant unacceptable effect on the quality and supply of water;
5. Where appropriate, existing buildings or previously developed land is used;

6. That the development does not have cumulative unacceptable effect with any prominent features in the landscape and townscape;
7. Where required, the equipment and associated infrastructure are removed from the site in accordance with a restoration and aftercare scheme submitted to an agreed by the Local Planning Authority

The application is also accompanied by a Noise Impact Assessment. The assessment has considered the potential for noise impacts from the installation of the new water and air source heat pumps. BS 4142 day and night-time rating levels were found to be below representative background noise levels, with the no noise impacts expected at the nearest residential NSR.

The Environmental Health Department have been consulted on the proposals and are satisfied with the assessment methodology and conclusions detailed within the report.

It is not therefore considered that the proposal would cause significant demonstrable harm to landscape character, heritage assets, natural resources, the quality and supply of water, biodiversity or residential/visual amenity and that the proposal otherwise is in accordance with policies PS 7 and ADN 3 of the JLDP.

Conclusion

The proposed development is therefore considered to be acceptable and conforms with the above mentioned policies and it is not considered that the development will give rise to an unacceptable impacts upon the character, appearance or amenities of the area subject to conditions.

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 approved shall be carried out in accordance with the Biodiversity Enhancement Plan V2.0 by TEP dated August 2023.

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

(03) 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: A1362-100 P3**
- **Proposed Plan: A1362-101 P5**
- **Proposed Elevations Sheet 1 of 2: A1362-102 P4**
- **Proposed Elevations Sheet 2 of 2: A1362-103 P4**
- **Proposed Infrastructure Connections: A1362-104 P1**
- **Workplace Travel Plan, Mayer Brown, August 2023**
- **Flood Consequences Assessment, GeoSmart Information Ltd, 14.08.2023**
- **Noise Impact Assessment, Walnut Acoustics, 02.08.2023**
- **Bat Surveys V2.0, TEP, August 2023**
- **Design and Access Statement Issue V3, AHP Architects & Surveyors Ltd, August 2023**
- **Biodiversity Enhancement Plan V2.0, TEP, August 2023**

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: PS5, PS6, PS7, PS19, PCYFF1, PCYFF2, PCYFF2, PCYFF3, PCYFF4, PCYFF5, ADN3, 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: VAR/2023/59

Applicant: Mr Martin Neil Williams

Description: Application under Section 73A for the variation of condition (04)(Seasonal use) of planning permission reference FPL/2021/30 change of use of existing Cartio Môn site into touring caravan site with 20 touring caravan pitches together with construction of a private road) so as to allow all year round use of site as touring caravan site at

Site Address: Bryn Goleu Touring Caravan Site, Bryngwran



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

Recommendation: Refuse

Reason for Reporting to Committee

The application is reported to the planning committee at the request of local member Gwilym Jones.

Proposal and Site

The site is located in the open countryside of the Bryngwran area in a position closely adjoining the A55 highway. The site is currently used as a touring caravan site, which was granted permission in 2021 under application reference FPL/2021/30. Prior to this use, the site was well known as 'Cartio Môn'. The

site directly adjoins the A5 highway, with the boundary between the two defined by a stone wall and planting buffer. Access to the site is provided by a private track leading directly from the A5, which also serves as means of access to the applicants farm and dwelling. The site includes a moderate gradient, which rises from the highway to the higher ground in the North.

The S73 application is made in order to vary condition 4 of the previous consent in order to allow year round use of the site as a touring caravan site. Condition 04 of FPL/2021/30 currently restricts the use to a seasonal use only between March and October.

Key Issues

The key issue is whether or not the proposed amendment is acceptable in policy terms.

Policies

Joint Local Development Plan

Policy PCYFF 1: Development Boundaries

Policy PCYFF 2: Development Criteria

Policy TWR 5: Touring Caravan, Camping and Temporary Alternative Camping Accommodation

Response to Consultation and Publicity

Consultee	Response
Polisi Cynllunio / Planning Policy	Proposal is contrary to policy TWR 5.
Cyngor Cymuned Bodedern Community Council	No response.
Cynghorydd Gwilym O Jones	Called in to committee.
Cynghorydd Ken Taylor	No response.

Publicity was afforded to the scheme via the posting of personal letters to occupiers of neighbouring properties. The latest date for representations to be made was the 04/10/2023. At the time of writing this report, no representations had been received by the department.

Relevant Planning History

FPL/2021/30 - Full application for change of use of existing Cartio Môn site into touring caravan site with 20 touring caravan pitches together with construction of a private road at Bryn Goleu, Cartio Môn, Bryngwran. Approved 10/06/2021.

Main Planning Considerations

Principle of Amendment

Touring caravan development is considered under policy TWR 5 of the JLDP. TWR 5 states as following;

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

- 1. 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;*
- 2. Avoids excessive areas of hard standing;*
- 3. Have limited physical connection to the ground and is capable of being removed off the site out of season;*

- 4. 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.*
- 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;*
- 6. Occupation is limited to holiday use.*
- 7. That the site is used for touring purposes only and any units are removed from the site during periods when not in use.*

Whilst TWR 5 does not explicitly state year round touring caravan development is excluded, it is evident from the wording of the title of the policy and select criteria that the policy is not designed to support permanent or year round development. Particular attention was drawn by the planning policy unit to criterion 3 of the policy which makes reference to units being removed off site out of season. In addition to this, legal advice was sought from the council solicitor, who was also of the same stance of the policy unit insofar that it is evident from the wording of the policy that it is meant only in support of seasonal development. Subsequently, the department are unable to support the scheme due to it having been confirmed that TWR 5 does not support year round touring development.

Conclusion

The scheme is contrary to TWR 5 of the JLDP and there are no other material considerations that indicate the decision should be otherwise than one of refusal.

Recommendation

Refuse for the following reason;

(01) The scheme by virtue of proposing year round touring use of the site would be contrary to policy TWR 5 of the Anglesey and Gwynedd Joint Local Development Plan (2017).

Application Reference: VAR/2023/41

Applicant: Horizon Nuclear Power

Description: Section 73 application to vary condition (01) of application VAR/2020/24 (Full application for improvements to the existing highway (A5025) between A5 East of Valley Junction to the proposed Power Station Access Road Junction at eight separate locations together with reconstruction and localised widening of existing pavement and surface dressing, temporary construction compound including temporary pavement recycling facility, creation of 2 attenuation ponds and maintenance access, creation/temporary diversion of cycle routes, creation of alternative parking facilities to mitigate loss of lay by together with other associated works including drainage, boundary treatments, planting, new signage and road markings) so as to extend the implementation period of the development by a further three years along the

Site Address: A5025 between A5 East of Valley Junction to Power Station Cemaes



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

Recommendation: Permit

Reason for Reporting to Committee

As the application includes land in the ownership of the Isle of Anglesey County Council (IACC) it shall be referred to the Planning and Orders Committee for determination in accordance with the Council Constitution.

Proposal and Site

Planning permission 27C106E/FR/ECON granted consent to carry out online improvements along approximately of 16.19km of the A5025 highway between the A5 East of Valley Junction to the proposed Power Station Access Road Junction at eight separate locations.

Condition 1 of planning permission reference 27C106E/FR/ECON required the consented development to be implemented before the expiration of three years from the date of the consent, that being before the 13th July 2020.

A section 73 variation of condition application (registered under reference VAR/2020/24) was registered by and subsequently granted which extended the implementation period of the development consented under 27C106E/FR/ECON for a further period of three years until the 13th July 2023.

The current section 73 application seeks permission to vary condition 1 of planning application VAR/2020/24 to extend the implementation period by a further three years until 13/07/2026.

Planning permission 27C106E/FR/ECON gave consent for improvements to the existing A5025 between the A5 east of Valley Junction to the proposed new nuclear power station Access Road Junction, to include reconstruction and localized widening of the existing pavement and application of a surface dressing. The proposals also comprise a temporary construction compound including a temporary pavement recycling facility, and other associated works such as drainage infrastructure, boundary treatments, planting, new signage and road markings.

The primary elements of the proposal are comprised as follows:

- Reconstruction and localised widening of existing pavement and surface dressing.
- A temporary construction compound including temporary pavement recycling facilities.
- Creation of 2 attenuation ponds and maintenance access.
- Creation/temporary diversion of cycle routes.
- Creation of alternative parking facilities to mitigate loss of layby together with other associated works including drainage.
- Boundary treatments, planting, new signage and road markings.

The road improvements included as part of the proposal are identified as follows:

1. Section 1: A5 east of Valley junction to north of Valley Junction (A5/A5025)
2. Section 2: North of Valley Junction (A5/A5025) to north of Llanynghenedl
3. Section 3: North of Llanynghenedl to north of Llanfachraeth
4. Section 4: North of Llanfachraeth to south of Llanfaethlu
5. Section 5: South of Llanfaethlu to north of Llanfaethlu
6. Section 6: North of Llanfaethlu to north of Llanrhuddlad
7. Section 7: North of Llanrhuddlad to north of Cefn Coch
8. Section 8: North of Cefn Coch to proposed Power Station Access Road Junction.

The proposed improvements seek to address physical and operational constraints on the stretch of the A5025 between Valley and the proposed new nuclear power station Access Road Junction, south of Tregele.

The Wylfa site is served by the A5025 which is a two-way single carriageway. The Assessments' that supported the original planning application for the online improvements confirmed that the A5025 from Valley to the Wylfa site is of varying quality with sections of constrained road widths and road bends that

need to be addressed. Further detail in relation to the constraints that exist on the local highway network in relation to the development of a new nuclear power station at Wylfa is provided in the Wylfa Newydd: Supplementary Planning Guidance (May 2018) and the associated Topic Paper 5: Transport.

The online improvements were part of Horizon's Wylfa Newydd new nuclear project's transport strategy. The improvements were a means of mitigating the predicted impacts of the increased traffic flow involved with the construction and operation of the Wylfa Newydd new nuclear Project, addressing the physical and operational constraints of the A5025 highway and providing mitigation for the impacts of the project assessed as arising within the Environmental Impact Assessment that supported the Development Consent Order (DCO) application.

The online improvements would facilitate the construction of the wider power station by mitigating the associated highway impacts, in particular the early day construction activities and prior to the offline improvements and Marine Off-Loading Facility (MOLF) becoming available (subject to DCO consent being given).

The online improvements consent was progressed as an application under the Town and Country Planning Act (TCPA) separately to the new nuclear project which was identified as a Nationally Significant Infrastructure Project (NSIP) and required a Development Consent Order (DCO) from the Secretary of State (SoS).

In addition to the form of application, land ownership certificates, application plans and drawings, the following information were submitted as part of the original planning application reference 27C106E/FR/ECON;

- Planning Statement
- Pre-application Consultation Report
- Environmental Report (ER)
- Code of Construction Practice (CoCP)
- Design Approach & Landscape Strategy
- Flood Consequences Assessment
- Glossary & Abbreviations
- Protected & Legally Controlled Species Compliance Report
- Rapid Health Impact Assessment (HIA)
- Screening Statement (to inform Habitat Regulations)
- Water Framework Directive Compliance Assessment
- Environmental Statement (and Non -Technical Summary)
- Welsh Language Impact Assessment (WLIA)
- Proposed Development Summary
- Design and Access Statement (DAS)
- Welsh Language Report
- Key Plans & Location Plans

The Council issued an Environmental Impact Assessment (EIA) Screening Opinion (March 2023) for the A5025 Highway Improvements Section 73 application and it was confirmed that an EIA would not be necessary and subsequently was screened out of the application.

The application is accompanied by updates to the approved documents including the Environmental Report and the chapters contained therein together with the Welsh Language Impact Assessment (WLIA). These documents have assessed the changes that have occurred since the original application 27C106E/FR/ECON was approved and provide an update as to the current baseline position.

The updated Environmental Report concludes that the magnitude of changes remain negligible, and no new significant impacts have been identified which would otherwise alter the outcome of the planning permission.

Key Issues

Whilst studies undertaken by the applicant in 2010 - 2011 identified that the stretch of the A5025 between Valley and the then proposed Horizon Wylfa Newydd New Nuclear Project access road had physical and operational constraints in relation to the roads' width, alignment, overtaking opportunity and surface condition, a proposal of this scale and nature will inevitably raise a wide and diverse range of issues. The main issues that were given consideration at the time of determination of the original application included;

- i. Is there a Policy framework which supports the proposal.
- ii. Does the proposed development constitute 'Sustainable Development'.
- iii. Are there any specific environmental or technical constraints that would prevent the development of the highway taking place.
- iv. What are the impacts on residential amenity
- v. What are the transport implications on the highway network during the construction period.
- vi. Will there be a change in landscape and visual amenity value as a result of the proposed works.

In assessing this application to vary condition 1 of planning application VAR/2020/24 to extend the implementation period by a further three years the above issues have been given further consideration and are dealt with further in this report.

The IACC as the Highways Authority was involved in the formulation of the original consented scheme through involvement in the design and pre-application discussions. Extensive dialogue between the applicant, Local Authority Highways department and the residents resulted in the provision of a range of measures to prevent impact on residents through design and the provision of mitigation.

The Planning Statement that supports the Section 73 application provides the following confirmation in relation to why the application to extend the implementation period of the extant consent by a further period of three years should be permitted;

'Horizon remains committed to supporting the development of a new nuclear power station at Wylfa.

Despite the Project not progressing in its current form, Horizon nevertheless remains committed to promoting the site for the development of new nuclear at Wylfa in anticipation of future proposals coming forward at the site and given that the site remains allocated for new nuclear development under National Policy Statement (NPS) EN-6 which relates to nuclear power generation.

As part of Horizon's commitment to leaving a positive legacy to the site, it considered that preserving the planning permission for the A5025 On-line Highway Improvements is an integral part of the site's future given that any future development at the site will need to address the limitations of the existing road leading up to the site.

In order to preserve the planning permission, whilst discussions regarding the Wylfa Newydd site's future continue, Horizon is seeking consent to seek a variation to Condition 1 pursuant to section 73 of the Town and Country Planning Act 1990 for the extension of the implementation period by a further three years to 13th July 2026'.

Policies

Joint Local Development Plan

This section sets out the main planning policy framework relevant to the consideration of the application.

Whilst this development itself is not for the development of a nuclear generating station, the applicant justifies the proposal on the grounds that it will enable the delivery of a future new nuclear development at the Wylfa site.

Section 38(6) of the Planning and Compulsory Act (2004) states that the statutory Development Plan will continue to be the starting point in the consideration of planning applications for the development or use of land. As such local planning authorities must determine planning applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise.

If the Development Plan contains material policies or proposals and there are no other material considerations, the application should be determined in accordance with the Development Plan. Where there are other material considerations, the Development Plan should be the starting point, and other material considerations should be taken into account in reaching a decision.

Emerging policies, in the form of draft policy statements and guidance, can be regarded as material planning considerations, depending on the context. Their existence may indicate that a relevant policy is under review; and the circumstances which have led to that review might have to be taken into account.

Local planning authorities may decide to grant planning permission for development which departs from a Development Plan if other material considerations indicate that it should proceed.

In the case of this application, the following policies are considered to be of most relevance;

National Policy Statements for Energy Infrastructure

Overarching Energy National Policy Statement (EN-1: Part 3)
National Policy Statement (EN-6) Nuclear Power Generation

Planning Policy Wales: Edition 11 (2021)

Wales is Future Wales: The National Plan 2040

Active Travel (Wales) Act 2013

Technical Advice Note 5: Nature Conservation & Planning (2009)
Technical Advice Note 6: Planning for Sustainable Rural Communities (2010)
Technical Advice Note 11: Noise (1997)
Technical Advice Note 12: Design (2014)
Technical Advice Note 13: Tourism (1997)
Technical Advice Note 15: Development & Flood Risk (2004)
Technical Advice Note 16: Sport, Recreation & Open Space (2009)
Technical Advice Note 18: Transport (2007)
Technical Advice Note 20: Planning & The Welsh Language (2017)
Technical Advice Note 21: Waste (2014)
Technical Advice Note 23: Economic Development (2014)
Technical Advice Note 24: The Historic Environment (2017)
Wales Spatial Plan - People, Places, Futures (Welsh Assembly Government, update 2008)
Wales Transport Strategy - One Wales: Connecting the Nation
Emerging National Transport Plan 2015 (consultation document 2014)
North Wales Joint Local Transport Plan 2015 (JLTP)
North Wales Regional Transport Plan (2009)
Isle of Anglesey County Council Cycling Strategy (2014)
The Isle of Anglesey Area of Outstanding Natural Beauty (AONB) Management Plan Review (2023 - 2028)
Anglesey Destination Management Plan (2023/2028)

Main Policies from the Anglesey and Gwynedd Joint Local Development Plan (2011 - 2026) (JLDP)

Policy PS 9 Wylfa Newydd and Related Development
Policy PS 19 Protecting and where Relevant Enhancing the Natural Environment

Policy AMG 1: Area of Outstanding Natural Beauty Management Plans
 Policy AMG 3: Protecting and Enhancing Features and Qualities that are Distinctive to the Local Landscape Character
 Policy AMG 4 Coastal Protection
 Policy AMG 5: Local Biodiversity Conservation
 Policy AMG 6: Protecting Sites of Regional or Local Significance
 Policy PS 20: Preserving and where Appropriate Preserving Heritage Assets
 Policy AT 1: Conservation Areas, World Heritage Sites and Registered Historic Landscapes, Parks and Gardens
 Policy AT 3: Locally or Regionally Significant Non- Designated Heritage Assets
 Policy PS 5: Sustainable Development Policy
 Policy PS 9: Wylfa Newydd and Related Development
 Policy PS13: Providing Opportunity for a Flourishing Economy
 PS 1: Welsh Language and Culture
 Policy ISA 2: Community Facilities
 Policy PS 6: Mitigating and Adapting to Climate Change Impacts
 Policy TRA 4: Managing Transport Impacts
 Policy ISA 1 Infrastructure Provision Policy
 PCYFF 4: Design and Landscaping

Supplementary Planning Guidance

Supplementary Planning Guidance ‘Maintenance and Creation of Distinctive and Sustainable Communities’ (July 2019)
Wylfa Newydd: Supplementary Planning Guidance (SPG) (2018)
Supplementary Planning Guidance - Design Guide for the Urban and Rural Environment
Supplementary Planning Guidance-Parking Standards (2008)
Supplementary Planning Guidance- Maintenance and Creation of Distinctive and Sustainable Communities’ (July 2019)

Response to Consultation and Publicity

Consultee	Response
Ymgynghorydd Treftadaeth / Heritage Advisor	<p>In responding to the original application, in general there were no mitigation requirements with respect to historic buildings as the effects which are identified take place during construction only, and are indirect and minor (with respect to listed buildings).</p> <p>In terms of the Historic Landscape the proposed Level 2 Landscape Survey appears to be sufficient and appropriate. If consent is to be granted then condition should be imposed to require the replanting of hedgerows to replace those lost to development. Additional hedgerow planting, in place of removed post and wire fencing would deliver enhancement. Greater clarity is required over the proposals to translocate hedgerows, particularly the phrase 'where possible'.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that;</p>

	<p>(i) Additional text has been added to the DALs in paragraph 2.1.5 to expand on the proposals for translocated hedgerows. Generally, hedgerows would be inspected prior to site clearance by the appointed contractor and overseeing party (ecologist, environmental clerk, of works or arboriculturalist). Hedgerows would be chosen for translocation based on criteria such as species richness, density or intactness. Where hedgerows have gaps or plants have been aggressively cut back, it would be of greater benefit to plant new hedgerows along the highway boundary. New post and wire fencing will be provided behind translocated hedgerows for livestock control.</p> <p>Following re-consultation the Authority's Technical Consultants responded on the 25th May, 2018, whereby it was confirmed that:</p> <p>(i) It has been confirmed in paragraph 13.4.20 of the Environmental Report (ER) that there would be 19 sections of important hedgerows removed. Further clarification has also been received which confirms that this will involve the total loss of 1.6km of hedgerow which is important under heritage criteria.</p> <p>(ii) Overall there will be 4km of replacement field boundaries (including hedgerows, stone walls and cloddiau). Overall this supports the conclusions of the ER that the historic landscape will be retained, with loss of field boundaries limited to sections immediately alongside the road and with replacement.</p> <p>(iii) The revised DALs (Paras 2.1.5-2.1.7) provides some additional information on the proposed approach to the translocation or replacement of hedgerows and this appears to be appropriate.</p> <p>The additional information has resolved a slight discrepancy over the number of 'important' hedgerows which would be affected, and provided clarity over the extent and location of 'important' hedgerow loss. The response confirms that overall, the proposed mitigation appears to be acceptable.</p> <p>VAR/2020/24 – No Response</p> <p>VAR/2023/41 - No Response</p>
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Gwasanaeth Tai/Housing Services

In responding to the original application, the Housing Service stated that no reference was made to the possible impact on housing within the immediate area identified within the proposal.

No assessment / information has been presented with regards to the impact on housing. It is stated that 'up to 125 construction workers being present for 70 weeks' and proposes that 'a high proportion of the construction workers to be employed from the local area.'. If this is not achieved workers would be expected to travel from outside the area and would require accommodation during the construction stage within the immediate area. No mitigation measures are proposed to deal with this risk. The Rapid Health Impact Assessment does not consider housing as part of the proposed development.

As no impact assessment has been carried out and the no mitigation measures have been presented to deal with displacement of local families should there be a need to accommodate workers from outside the immediate area. It is not set out what the impacts would be should 125 workers need accommodation within the area. The application should include an assessment of how contractors will be accommodated within the area. Proportion of the workers would be expected to be housed within the area if they area outside the immediate area with a threshold agreed should local families become displaced and additional burden placed on Housing Services due to homelessness.

A suggestion for monitoring and mitigation measures was also put forward (to be included within any Section 106 agreement) should local residents become displaced due to workers moving into the private rented sector during the construction stage.

Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that;

(i) Following the best practice approach set out in the Homes & Communities Agency Additionality Guide which has informed the socio-economic assessment for the Proposed Development, 75% of the workers are expected to be employed from within the Daily Construction Commuting Zone (DCCZ). The remaining 25% are likely to live outside of the DCCZ, who may stay on Anglesey for part of the construction period

	<p>(ii) If there was increase in the 25% proportion of workers living outside of the local area, this would not have a significant impact upon housing supply with sufficient capacity within the existing supply of visitor accommodation and private rented housing stock to accommodate 31+workers on a short term basis</p> <p>(iii) The displacement of local families to accommodate construction workers is considered extremely unlikely for the reasons set out above.</p> <p>No response was received from Housing Services following re-consultation.</p> <p>VAR/2020/24 – No Response</p> <p>VAR/2023/41 - No Response</p>
<p>Rheolwr Masnachol Hamdden / Commercial Leisure Manager</p>	<p>No response.</p>
<p>Gwasanaeth Tân ac Achub Gogledd Cymru North Wales Fire and Rescue Service</p>	<p>In their response to the original application, NWFRS recognized that there may be delays in emergency service response times as a result of the proposed development. It is proposed that the Construction Traffic Management Plan (CTMP) will include Temporary Traffic Management (TTM) procedures. The TTM allows emergency vehicles priority through roadworks. NWFRS wish to engage in the development of such procedures.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <p>(i) It is acknowledged that traffic delays are likely during the construction process, to be monitored and managed by the appointed contractor in accordance with a CTMP to be prepared by the appointed contractor and submitted to the local planning authority for approval, in response to a planning condition attached to any grant of planning permission. Emergency vehicles would be given priority through the construction areas.</p> <p>(ii) The appointed contractor will liaise and agree the proposed TTM procedures with the NWFRS. The procedures will then be incorporated as part of the CTMP, and submitted to the Local Planning Authority for approval in response to any appropriate planning condition attached to any grant of planning permission.</p>

	<p>As a result of the re-consultation process a second response was received from the NWFRS dated the 29th May, 2018 where it was confirmed that the applicants response to matters raised in the NWFRS initial consultation response were noted and would address the points raised.</p> <p>Application Reference Number VAR/2020/24 – No Response Received</p> <p>Application Reference Number VAR/2023/41 – No Response Received</p>
<p>Swyddfa Rheoleiddio Niwclear / Office for Nuclear Regulation</p>	<p>In response to the original application, ONR confirmed that they do not advise against the development.</p> <p>Following re-consultation the ONR confirmed that their position remained unchanged.</p> <p>Application Reference Number VAR/2020/24 – No Response Received</p> <p>Application Reference Number VAR/2023/41 – No Response Received</p>
<p>North Wales Wildlife Trust</p>	<p>In responding to the original application, in general terms NWWT had no outstanding objection to the proposals, however they did offer a number of conditions.</p> <p>It was the view of NWWT that it is not premature to consider the current TCPA application given the conclusions of the Report to Inform Habitats Regulations Screening and that the likely in-combination analysis of the wider DCO will not be compromised by the determination of the current application.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <ul style="list-style-type: none"> (i) A 5 year maintenance plan has been included in the Design Access & Landscape Strategy (DALs). (ii) The replacement stone walls will be constructed with a mortared core such that each face of the wall would be left un-mortared to incorporate natural crevices which could offer potential habitat for reptiles without affecting the long term integrity of the structure. (iii) The appointed contractor would be responsible for preparing and implementing

	<p>appropriate species surveys and methodologies as well as the Construction Environment Management Plan (CEMP) and the appointment of an Ecological Clerk of Works.</p> <p>As a result of the re-consultation process a second response was received from the NWWT dated the 29th May, 2018 where it was confirmed that the majority of elements had been adequately addressed through condition ON-LAN-40 which had been suggested by the Authority, although certain suggestions were offered with respect to how the undefined elements could also be captured within the conditions tabled. The response also states that the Local Planning Authority should take its lead on this matter from the advice of the statutory agency Natural Resources Wales.</p> <p>Two elements of the DALs which remained of concern however, were the drystone wall specification which has not been reflected in the updated DALs and the fact that wildflower grass seed should be sown on low fertility soils and not top soils. Both matters have been brought to the applicant's attention and are considered to be issues which can be adequately addressed through conditions.</p> <p>Application Reference Number VAR/2020/24 – No Response Received</p> <p>Application Reference Number VAR/2023/41 – No Response Received</p>
<p>Wales and West Utilities</p>	<p>In responding to the original application, Wales & West Utilities provided advisory notes with attached plans for information to the applicant.</p> <p>Following the receipt of additional information from the applicant which resulted in a second round of consultation, Wales & West Utilities in their response dated the 14th May, 2018 stated that they had no apparatus in the area of enquiry, however other gas pipes owned by other gas transporters and also privately owned may be present in this area. It was suggested that information with regard to such pipes should be obtained from the owners.</p> <p>Application Reference Number VAR/2020/24 – No Objection</p> <p>Application Reference Number VAR/2023/41 – No Objection</p>

<p>Cyngor Gwynedd Council</p>	<p>The original response received had no observations to offer.</p> <p>As a result of the re-consultation process a second response was received from Gwynedd Council as neighbouring Authority dated the 6th June, 2018 where it was again confirmed that they had no observations to offer in respect of the application.</p> <p>VAR/2020/24 – No Response</p> <p>VAR/2023/41 - No Observations</p>
<p>Cymdeithas Cerddwyr / The Ramblers Association</p>	<p>No response received</p>
<p>Safonau Masnach / Trading Standards</p>	<p>No response to original consultation.</p> <p>Following the receipt of additional information from the applicant which resulted in a second round of consultation the Trading Standards Department in their response dated the 18th May, stated that there were no issues of relevance within the application with respect to Trading Standards requirements.</p> <p>VAR/2020/24 – No Comments</p> <p>VAR/2023/41 - No Comments</p>
<p>Cyngor Conwy Council</p>	<p>No reply to original consultation.</p> <p>Following the receipt of additional information from the applicant which resulted in a second round of consultation, Conwy Council confirmed in their response dated the 22nd May, 2018 that they intended to make no comments on the application.</p> <p>VAR/2020/24 – No Response</p> <p>VAR/2023/41 - No Response</p>
<p>Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor</p>	<p>In responding to the original application, the IACC’s Ecological Advisor stated that while referring to protected and legally controlled species, constituting crested newts; otters; water vole; reptiles; birds; badgers; and fish, it is advised that the various proposed strategies outlined in the documentation are implemented. These strategies include the provision of an ecological clerk of works, protected species licenses, and construction method statements, while also requesting that these should be specified and agreed prior to works beginning by way of planning conditions.</p> <p>It is also advised that an Invasive Species Control and Eradication Plan be conditioned either as part</p>

of the Construction Environmental Management Plan or as a standalone document.

It is advised that the planting of trees, shrubs, various grass seed mixes, the translocation of existing hedges (with infilling of new native planting for greater diversity), and other ecological aspects covered in the Design Approach and Landscape Strategy (and associated Figures) be carried out as given in the Strategy.

In view of the Habitat Regulation Screening it appears that the proposal would not be likely to have any significant impacts on Natura 2000 sites, and therefore it is advised that (unless significant argument(s) for undertaking Appropriate Assessment are raised, for example, by NRW), this proposal should be deemed to be screened out on the basis of the material provided.

It is requested that the Code of Construction Practice (CoCP) be followed, however serious consideration should be given as to whether all the required ecological construction method statements in CEMPs should be provided by contractors, or whether this should be achieved by the applicant at an earlier stage.

Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that;

(i) The appointed contractor would be required to prepare the CEMP which would incorporate Construction Method Statements, Invasive Species Control and Eradication Plans.

(ii) The contractor would be required to appoint an Ecological Clerk of Works who would be responsible for the preparation and submission of protected species licence applications.

(iii) The appointed contractor would be required to implement the A5025 On-line Highway Improvements in accordance with the approved DALs in response to an appropriate planning condition attached to any grant of planning permission.

As a result of the re-consultation process a second response was received from the Ecological and Environmental Advisor dated the 9th May, 2018 which offered general commentary with respect to minor matters relating to the additional information presented by the applicant. These comments have

	<p>subsequently been forwarded to the applicants who have in turn confirmed that they have no objection to the requested detail being incorporated into suitably framed conditions.</p> <p>VAR/2020/24 – No Objection</p> <p>VAR/2023/41 - No Objection</p>
<p>Diogelu – Y Weinyddiaeth Amddiffyn / MOD Safeguarding</p>	<p>No response.</p>
<p>National Grid Plant Protection Team</p>	<p>No response.</p>
<p>Awdurdod Datgomiynu Niwclear / Nuclear Decommissioning Authority</p>	<p>In responding to the original application the NDA stated that defueling transportation of the spent fuel via the Valley rail head is critical for the NDA. Closing the road entirely during daylight hours should be avoided, as this would result in re-routing which would require regulatory approval. Magnox would request that a minimum of 1 weeks' notice is provided for any proposal for closure of the road entirely, however this should be an extreme and rare case.</p> <p>The fuel transporter is subject to prearranged timings according to the train schedule. Delay of the transporter should be avoided and should be given priority through traffic lights and control both in its outbound and inbound journeys. Magnox are concerned that fencing and any other items could encroach onto the carriageway possibly creating a risk to the transporter.</p> <p>Magnox require prior notice to lane closures and request contact details for the duration of the works. It is recommended that roadworks are subject to an inspection at the start of each working day to ensure any threats to security of the transporter are emitted.</p> <p>Loading in the carriageway and the threat of collapse in the area of excavation is also a concern when taking into account the weight of the transporter. Magnox request that load calculations are reviewed, and that no residual risk of collapse exists. Sufficient width for the vehicle should also be included in the calculation.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <p>(i) The applicant does not anticipate full closure of the A5025 will be required to deliver these works. The intention will be to retain one side</p>

	<p>of the carriageway open for traffic to pass through the construction works, which would be traffic light controlled. If temporary full closure is required, the applicant will liaise with Magnox and the NDA to ensure it does not affect their off-site operations. This will be done a minimum of 1 week in advance of the proposed closure.</p> <p>(ii) An appropriate arrangement with Magnox will be agreed to ensure effective and efficient movement of the vehicles. The Traffic Safety Control Officer for the highway works will act as the point of contact.</p> <p>(iii) The applicant confirms that it will continue to liaise with Magnox through the construction process to monitor the effectiveness of these arrangements.</p> <p>(iv) The applicant anticipates that a minimum unobstructed carriageway width of 3m will be maintained along the works (in line with Department of Transport Code of Practice) which will allow enough space for the transporter to pass through safely.</p> <p>No response was received from Magnox and the NDA as a result of the re-consultation process at the time of writing this report.</p> <p>VAR/2020/24 – No Response</p> <p>VAR/2023/41 - No Response</p>
RSPB Cymru / Wales	No response.
Swyddog Cefn Gwlad a AHNE / Countryside and AONB Officer	<p>In response to the original application, the AONB and Countryside Officer Comments made the following comments:</p> <ul style="list-style-type: none"> • In relation to bus shelters it is suggested that high quality, well designed bus shelters are required. Anglesey tends to have a mix of poor quality bus shelter designs. Bus shelters at Llanfair PG's Park and Share should be considered, for their visual appeal, quality materials and good design for rural setting. • In relation to boundary treatments it is suggested that hedgerows will improve bio-diversity connectivity. • In relation to the existing cloddiau it is suggested that continuous section of cloddiau would improve landscape features as well as providing habitat for flora and fauna. • In relation to condition 4 relating to temporary office cabins it is suggested to reduce

	<p>light pollution (dawn, dusk and night) external lighting.</p> <ul style="list-style-type: none">• In general terms, the applicant should provide greater certainty in terms of landscape and amenity proposals. <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <p>(i) Valley Community Council will be invited to select a preferred design of bus shelter from a choice of standard IACC designs</p> <p>(ii) The proposed widening of the A5025 in Section 2 includes the widening of verges either side of the existing private means of access (PMA) The verges will be extended to a maximum width of 6m on the inside of the bend to improve the visibility from the PMA and the two field accesses in this location. The junction improvements include the replacement of existing stone walls with mortared stone walls to be set back from the edge of the highway to maintain visibility splays for road safety purposes. This boundary treatment is preferred to the introduction of hedgerow which may impede the sight lines with overgrown vegetation within the visibility splay</p> <p>(iii) In discussion with IACC, the landscape proposals have now been amended to provide a hedgerow in the place of the previously proposed mortared stone wall along the western boundary of the new section of highway at Bytheicws to tie-in with existing features</p> <p>(iv) The proposed widening along Section 6 of the A5025 involves the construction of mortared stone walls which will be set back from the edge of the carriageway to provide sufficient visibility splays at the PMA junction. The boundary treatment is preferred to the use of cloddiau which could impede sight lines with overgrown vegetation. With regards to the regional provenance of plant stock Horizon are currently discussing the potential to gather local seed for the wide Wylfa Newydd Project whilst also limiting plant stock suppliers to north-west wales for the current proposal.</p> <p>(v) Regarding the cabins within the Site Compound, the applicant seeks flexibility in terms of the potential to use double height cabins rather than being limited to single storey structures. The appointed contractor will also be required to</p>
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	<p>prepare a Lighting Strategy for incorporation within the CEMP.</p> <p>No response was received from the Countryside and AONB Section following re-consultation with the applicants' additional information.</p> <p>VAR/2020/24 – No Response</p> <p>VAR/2023/41 - No Response</p>
<p>Cyfoeth Naturiol Cymru / Natural Resources Wales</p>	<p>In response to the original application, NRW noted the purpose of the proposal being mitigation to predicted impacts of increased traffic associated with proposal of Wylfa Newydd Power Station.</p> <p>NRW advised that consideration should be given as to whether the proposal should be interpreted as part of the wider 'project' proposals, and thus whether assessment should be considering the cumulative, in-combination impacts.</p> <p>NRW stated that IACC would need to make a judgement on the correct approach in respect of the HRA and EIA and should take legal advice as it considers appropriate. NRW's requirements and conditions were as outlined below:</p> <p>Requirement 1 - Detailed plans of the balancing pond at CH.700 in Section 2, including positioning in relation to flood risk areas, and additional information on the impact/effectiveness of the pond at this location to be provided as part of the planning submission.</p> <p>Condition 1: Environmental Management - Detailed Code of Construction Practice (CoCP) to be approved by the local authority, in consultation with NRW</p> <p>Condition 2: Protected Sites - Biosecurity Risk Assessment / Management Plan to be approved by the local authority, in consultation with NRW.</p> <p>Condition 3: Protected Species - A scheme to minimise or prevent the incidental capture or killing of European species shall be submitted for the approval of the local planning authority in consultation with NRW. Implementation shall accord with the provisions of the approved scheme</p> <p>Condition 4: Protected Species - Submission and implementation of an approved Ecological Compliance Audit scheme</p>

	<p>Condition 5: Protected Species - Detailed Great crested newt (GCN) mitigation measures to be approved by the local authority in consultation with NRW</p> <p>Condition 6: Protected Species - Detailed hedgerow translocation methodology to be approved by the local authority in consultation with NRW</p> <p>Condition 7: Protected Species - Detailed otter mitigation measures, including Reasonable Avoidance Measures, to be approved by the local authority in consultation with NRW</p> <p>Condition 8 Protected Species - Detailed water vole mitigation/compensation measures to be approved by the local authority in consultation with NRW. This to include post construction management and surveillance</p> <p>Condition 9: Migratory Fish - Detailed measures to avoid impacts on migratory fish to be approved by the local authority, in consultation with NRW</p> <p>Following the receipt of additional information in response to the Authority's request, which included a Flood Consequences Assessment Technical Note (13th April, 2018) it was confirmed within the applicant's submissions that;</p> <p>(i) There is a clear need for the proposed development to improve the condition of the A5025 between Valley and Wylfa as summarised in the opening paragraphs of the application letter and in section 2.3 of the submitted Environmental Report and paragraphs 8.2.3 and 8.2.4 of the Planning Statement. Notwithstanding the need to bring the proposed development forward as a separate application, the assessment of cumulative effects presented in Chapter 15 of the submitted Environmental Report, has demonstrated that there are no significant impacts as a result of the development taking place cumulatively with other Wylfa Newydd Projects components (intra-project effects).</p> <p>(ii) This issue was considered by IACC as part of the early EIA Screening exercise of the Proposed development and IACC confirmed in its Screening Opinion dated the 7th October, 2017, that the Proposed Development did not constitute EIA development (as set out in 3.2.10 of the submitted Environmental Report). The assessment</p>
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	<p>of cumulative effects is nevertheless presented on a non-statutory basis in Chapter 15 of the Environmental Report.</p> <p>As a result of the re-consultation process a second response was received from NRW on the 6th June, 2018 where it was re-iterated that IACC would need to make a judgement on the correct approach in respect of the HRA and EIA and should take legal advice as it considers appropriate. The response went on to confirm that that their previous requirements have now been met and that planning permission should only be granted subject to the inclusion of their 9 conditions which also formed part of their original response dated the 12th January, 2018.</p> <p>On the matter of Flood Risk it was confirmed that the additional assessment work undertaken by the applicants within the Flood Consequences Assessment Technical Note dated 13th April, 2018 was considered acceptable in addressing any flood risk concerns associated with both balancing ponds at chainage 300.00 and 700.00 within Section 2 on the approach to Llanynghenedl. The response went on to state that the applicants should discuss any future maintenance and surface water discharge requirements with IACC's drainage engineers, as the Lead Local Flood Authority.</p> <p>VAR/2020/24 – No Objection</p> <p>VAR/2023/41 - No Objection provided that conditions are carried over as part of any new permission.</p>
<p>Ymgynghorydd Tirwedd / Landscape Advisor</p>	<p>In responding to the original application, the Landscape Officer raised the following primary points:</p> <ul style="list-style-type: none"> • No assessment on the impacts or in-combination effects between both applications. (A5025 and SPC). • Clarification on the timing of the works required. • Assessment on the condition of existing footpaths. • Signage should be implemented for crossing points following a speed survey of the highway. • Continuity of field boundaries (four locations). • Local provenance should be collected for local seed.

	<ul style="list-style-type: none">• No indication of translocation of hedgerows.• The maintenance period should be 5 years.• No detail on hard landscaping. <p>Additional information and assessments requested include:</p> <ol style="list-style-type: none">1. Detailed survey of the existing landscape components - stone walls, cloddiau, etc and all footpath routes, surfacing and means of access, including gates, styles, etc. where these would be affected by the works (see suggested Condition 1 below).2. Assessment of the effects on landscape components/elements taking into account the baseline condition, the natural heritage, landscape character and visual amenity value of these elements, and the amounts that will be lost and replaced.3. Assessment of the effects on the statutory purpose of the Isle of Anglesey AONB.4. Assessment of the in-combination effects with the SPC works (if there is likely to be any overlap in the proposed programmes for these two developments). <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <ol style="list-style-type: none">(i) Lengths of hedgerows (including important hedgerows) and trees to be removed are now quantified and their locations illustrated.(ii) Improvements have been made at one of the four locations where boundary enhancements (rather than like for like) was requested. This is along the new section of highway at Bytheicws where a hedgerow is now proposed along the western boundary.(iii) Regional provenance has now been defined as North West Wales.(iv) The applicant confirms that they are discussing the potential to gather local seed and support a nursery to grow stock for the Wylfa Newydd Project.
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	<p>(v) Method proposed for determining whether hedgerows should be translocated.</p> <p>(vi) Landscape maintenance period increased for soft landscaping works from 3 years to 5 years.</p> <p>The DALs has now been amended such that the main issues raised in its original consultation response have been addressed.</p> <p>VAR/2020/24 – No Response</p> <p>VAR/2023/41 - No Response</p>
<p>Swyddog Llwybrau Troed / Footpaths Officer</p>	<p>The IACC Footpaths Officer agreed with three proposals for the Public Rights of Way.</p> <p>Application Reference Number VAR/2020/24 – No Comment</p> <p>Application Reference Number VAR/2023/41 – No Response</p>
<p>HSE - Nuclear Sites</p>	<p>No Response</p>
<p>Gwasanaeth Addysg / Education Service</p>	<p>: In responding to the original application, the Education Department reiterated points made in previous iterations of the consultation process (i.e. PAC 3). These include reference to effects of:</p> <ul style="list-style-type: none"> • Dust, noise and traffic on Ysgol Rhyd y Llan; • School start and end times should be avoided by construction traffic to avoid impact on school transport routes for the whole area; and in particular the increased dangers for pupils on foot who must cross the main road to the school or to reach their bus stop; • Effect of dust, noise and vibration on pupils at Ysgol Cemaes. It was noted in the applicants PAC 3 documentation that effects of dust, noise and vibration on the school were deemed 'moderate to severe' at the time. The Education Department expect HNP to provide mitigation against any predicted impact on vulnerable young children both within the school building and particularly during breaks and lunchtimes within this current application. <p>The scoping exercise carried out by the applicant concluded that an air quality assessment associated with construction road traffic emissions was unnecessary as the potential effect on local air quality would be negligible.</p>

The proposed works have had thorough consideration for the impact on air quality in the context of relevant adopted planning policy as well as technical guidance. In particular PPW Edition 9 where reducing dust emissions is an important objective.

Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:

(i) As identified in the ER, the Rhyd y Llan school was included as one of the sensitive receptors considered in the dust assessment. This identified that the school and the adjacent residential users would have a high sensitivity to dust impacts. The proposed works for Section 5 involving surface dressing, which would result in a low level of dust emission. As a result of this, it has been concluded that the risk is causing dust effects on human health is low. As a consequence, no additional mitigation to that already included in the CoCP for the control of dust is required.

(ii) The effects of the noise levels are taken into account in the Environmental report, where the villages adjacent to the scheme have been considered as receptors, rather than individual residential, community and business users. The village of Llanfaethlu is considered to be a sensitive receptor to noise, which would include the school. The proposed surface dressing works have been assumed to be undertaken relatively quickly where 300m sections would be able to be completed daily. In the submitted ER it has been assumed that receptors located within 10m of the road are predicted to be exposed to noise levels exceeding 80- dB LAeqT. As the school is more than 10m from the A5025, the noise levels would be much lower. Furthermore, given the assumed rate of the works, such noise levels are likely to be received by receptors for a very short duration of a few hours. Low noise road surfacing will be used to reduce the effects associated with traffic flows and provide noise reduction benefits. No additional mitigation to that already included in the CoCP for construction noise reduction measures is required.

(iii) The effect on traffic flows in the vicinity of the school has been assessed in ER. For sections where the works involves surface dressing, such as section 5, the construction traffic flows have been considered to have be insignificant. The mitigation for any impacts from traffic will be in the form of the management of the construction areas

	<p>along the highway during the A5025 On-line Highway Improvements, along with traffic management systems and communication with residents along the route. All of these measures would form essential elements of the CTMP to be prepared and implemented by the appointed contractors and agreed with the IACC in response to a planning condition attached to any grant of planning permission.</p> <p>(iv) In order to minimise and mitigate the impacts of HGV and bus traffic on existing flows and recreational cyclists, a delivery window on the A5025 for the construction materials has been identified with restrictions during school tart and end times and 07:00 - 13:00 on Saturdays, in advance of the A5025 On-line Highway Improvements being operational. It is anticipated that deliveries may occasionally be undertaken outside of these times, but they will be limited whenever practicable. The appointed contractor will be required to operate deliveries in accordance with the requirements set out in the submitted CoCP.</p> <p>Application Reference Number VAR/2020/24 – No Response</p> <p>Application Reference Number VAR/2023/41 – No Response</p>
Swyddog Cynllunio Argyfwng / Emergency Planning Officer	No response received
Scottish Power Energy Networks	No response received
Llywodraeth Cymru (Priffyrdd/Highways)	<p>Welsh Government as Highway Authority for the A55 trunk road did not issue a direction in respect of the application at the time of original submission.</p> <p>Following the receipt of additional information from the applicant which resulted in a second round of consultation, the Welsh Government's Department for Economy and Infrastructure in their response dated 11th May, 2018 directed that any permission granted by the Authority should include the following condition;</p> <p>1. The applicant must ensure that the above works are completed prior to works commencing on the Wylfa Newydd Site. Reason: To maintain the safety and free flow of trunk road traffic.</p> <p>In light of the fact that the re-consultation process was undertaken as a result of additional</p>

	<p>information and clarification received from the applicant in support of the application rather than any fundamental change in the nature of the proposal, the Authority sought further clarification from the Welsh Government (Highways) which provides justification for their latest direction.</p> <p>In a response which was received on the 8th June 2018 it was stated that the reason for the change in response was due to the concerns they had that if the A5025 improvements were not completed in time, there would be a risk that this may not become the main strategic route to the Wylfa site, and alternative routes using other junctions on the A55 may be used by site traffic, especially those near Britannia Bridge.</p> <p>Whilst this condition could be considered for inclusion as part of the DCO requirements in the event that that the On-Line Highway Improvements were yet to be carried out/completed, it is not considered to be a condition which complies with the relevant tests laid out within Circular 016/2014 'The Use of Conditions on Planning Permissions' for inclusion within any permission which might be granted as part of the current application.</p> <p>A response was received by the Welsh Government (Highways) on the 13th July 2020 to the previous VAR/2020/24 confirming that the Welsh Government does not wish to issue a direction in respect of this application.</p> <p>Similarly a response was received on the 25th July, 2023 to the current application confirming that the Welsh Government does not wish to issue a direction.</p> <p>Application Reference Number VAR/2020/24 – No Response</p> <p>Application Reference Number VAR/2023/41 – No Response</p>
<p>Dwr Cymru/Welsh Water</p>	<p>In their response to the original application, Welsh Water outlined their right of access to their apparatus at all times. On the basis that no foul and / or surface connections are being sought into the public sewerage system, Welsh Water have no comments on the proposed foul and surface water drainage arrangements.</p> <p>Welsh Water provide technical advisory notes with supporting plans regarding water supply and conditions for development near water mains.</p>

	<p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that;</p> <p>(i) The locations of the majority of the foul water crossings are within the areas of surface dressing works only so are therefore considered not to be affected by the works. There is one foul water sewer crossing in Section 6, between junctions 17 and 18 in Llanrhyddlad. DCWW were consulted on the proposal and confirmed that there is no impact on any public sewers by the proposed improvements.</p> <p>(ii) The applicant has been liaising with DCWW and their Developer Service confirmed that the proposed A5025 On-line Highway Improvements does not impact on any public sewer, and therefore are not located within the protection zones of sewer crossings.</p> <p>(iii) Should any unrecorded sewer be identified during the construction phase, the applicant will investigate and liaise with DCWW to confirm its status and implement any works that are necessary, should there be a conflict between the proposed works and unchartered sewers.</p> <p>(iv) The applicant liaised and agreed the diversion of DCWW apparatus as a consequence of the proposed A5025 On-line Highway Improvements and is content to receive an appropriate planning condition or informative on this point, to be attached to any grant of planning permission.</p> <p>No further comments were received from DCWW as a result of the re-consultation process.</p> <p>Application Reference Number VAR/2020/24 – Requested that drainage related condition and advisory notes are maintained as part of any new permission,</p> <p>Application Reference Number VAR/2023/41 – Requested that drainage related condition and advisory notes are maintained as part of any new permission,</p>
<p>Ymgynghoriadau Cadw Consultations</p>	<p>In response to the original application, Cadw had no objections to the impact of the proposed development on the scheduled monument AN083 Capel Soar Standing Stone and registered park and garden GD43 Carreglwyd.</p>

	<p>Application Reference Number VAR/2020/24 – No Objection</p> <p>Application Reference Number VAR/2023/41 – No Objection</p>
<p>Gwasanaeth Cynllunio Archeolegol Gwynedd Archaeological Planning Service</p>	<p>In responding to the original application, GAPS believed the Environmental Report accompanying the application contains sufficient information on the historic environment. Whilst concurring with the assessment of significance of effects on monuments, archaeological remains, historic buildings and landscape types along the course of the proposed road improvement works, the assessment of effects underestimates the impacts on potential (as yet undiscovered) archaeological remains and deposits.</p> <p>GAPS stated that detailed specification for the proposed works needs to be agreed in advance of undertaking any mitigation and this should be agreed through a condition on any consent the Local Planning Authority might be minded to grant.</p> <p>Two conditions were proposed:</p> <ol style="list-style-type: none"> 1. No development or other ground disturbing works shall commence until a Written Scheme of Investigation (WSI) for a programme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. All subsequent archaeological work shall be completed in strict accordance with the approved details. 2. A detailed report on the archaeological work and findings, as required by condition no.1, shall be submitted to and approved in writing by the Local Planning Authority within six months of the completion of the archaeological fieldwork or completion of the development, whichever is the sooner. <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that;</p> <ol style="list-style-type: none"> (i) The proposed re-alignment works close to Asset 129, Rhos y Gaer are located within the vicinity of Asset 370 (line of former field boundary). As referred to in paragraph 13.5.1 of the Environmental Report, this area close to asset 370 had already been identified for an archaeological

	<p>watching brief to be carried out during the works, which aligns with the advice provided by GAPS.</p> <p>(ii) Proposed improvement works in the vicinity of Asset 287 (Hilltop enclosure west of Bwlch): Based on the General Arrangement drawing the works comprise surface dressing of the existing carriageway in this section with no ground excavations and as such there would be no impact on any remains associated with this asset. Therefore, there is no need for mitigation measures in this area.</p> <p>The recording of sections of field boundaries to be removed is small scale work. This could be done in advance of construction or during construction as part of a watching brief.</p> <p>As a result of the re-consultation process a second response was received from GAPS dated the 25th May 2018 which confirmed that they were happy with the fact that the issues were being taken into account as part of the proposed archaeological mitigation and that the detail would be agreed through the submission of a Written Scheme of Investigation.</p> <p>Application Reference Number VAR/2020/24 – No Objection</p> <p>Application Reference Number VAR/2023/41 – No Objection</p>
<p>Sustrans Cymru</p>	<p>In responding to the original application, Sustrans stated that all new highway improvements must take into account the requirements of the Active Travel (Wales) Act and its associated guidance.</p> <p>IACC Highways department confirm that the Active Travel (Wales) Act has been considered in the design of the scheme.</p> <p>Application Reference Number VAR/2020/24 – No Response</p> <p>Application Reference Number VAR/2023/41 – No Response</p>
<p>Rheolwr Polisi a Strategaeth / Policy & Strategy Manager</p>	<p>In responding to the original application, the Welsh Language Officer stated that it is necessary for the A5025 On-line Highway Improvements CoCP to reflect the principles within the Welsh Language and Culture Mitigation and Enhancement Strategy (WLCMS) in relation to the Welsh Language to ensure a consistent approach.</p>

	<p>However, the IACC still has significant concerns with the contents of the further revised version of the WLCMS (revision 0.2) since some mitigations proposals still have been amended/diluted and even omitted. The IACC wishes to reiterate that on a point of principle, the wording in many instances, has moved from commitment to consideration.</p> <p>The IACC welcomed the initiative to appoint the independent language planners ARAD to facilitate the creation of the draft strategy via an inclusive and collaborative, and collective process. The March 2017 version of the document reflects the outputs from workshops conducted with partner organisations, one-to-one consultation and a review of relevant documentation and literature. The actions are based on best practice adopted elsewhere and local need.</p> <p>The IACC wishes to reiterate that it is still gravely disappointed that the further revised version has still been diluted by the applicant without the provision of an evidence base. This dilution and condensing process is seen as undermining the transparency and legitimacy of revised strategy as it was undertaken without reference to the Steering Group which was established by the applicant to engage with Key stakeholders.</p> <p>It was requested that a statement is required outlining that the applicant and associated contractors will adhere to the IACC's Welsh Language Policy in all aspects of the project and communication with the public.</p> <p>Specifically a requirement is made for all internal communications to be made available bilingually. Opportunities should be identified at all times on the main site to provide opportunities for Welsh speakers and learners to use Welsh in the workplace environment. Inductions should include Welsh language awareness raising provision.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <p>(i) The WLCMS relates specifically to the Wylfa Newydd DCO Project. The strategy is therefore not applicable to the A5025 On-line Highway Improvements in terms of mitigation measures relating to Welsh language, which have been informed by the WLIA.</p>
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	<p>(ii) The Framework Contract for Highways Construction sets out the requirements for the appointed contractor to adhere to the IACC's Welsh language Policy objectives and the Welsh Governments Welsh Language Standards. As a minimum, the contractor will be required to appoint a Welsh speaking Community Liaison Officer and to install bilingual signage throughout the construction process.</p> <p>(iii) The appointed contractor will adhere to the IACC's Welsh language Policy objectives and the Welsh Governments Welsh language Standards, and will be required to appoint a Community Liaison Officer who must be a Welsh Speaker.</p> <p>(iv) The WLIA demonstrates that overall the Proposed Development, is expected to have a beneficial effect on the Welsh language and Culture, particularly in terms of providing direct employment, including supply chain and job creation opportunities. These in turn will encourage Welsh Speakers to remain in the area and attract further Welsh speakers to Anglesey for employment opportunities.</p> <p>(v) Chapter 4 of the ER demonstrates that based on the 66 week duration of works and nature of the construction works, it is anticipated that the number of personnel required would be a peak of 125 workers. According to the Homes & Communities Agency Additional Guide (Fourth Edition 2014) which has informed the socio-economic assessment for the Proposed development, 75 % (94) of the workers are expected to be employed from within the Daily Construction Commuting Zone (DCCZ) which is an area that is a 90 minute commute time from the Wylfa Newydd development area. The remaining 25% (up to 31 workers) are likely to live outside of the DCCZ, who may stay on Anglesey for part of the construction period.</p> <p>(vi) Local employment is a key priority of the Framework Contract for Highways Construction which requires the appointed contractor to be adhere to the applicant's Supply Chain Charter and to promote contract opportunities within Wales and the local area.</p> <p>(vii) If there was an increase in the 25% proportion of workers living outside of the local area, this would not have a significant impact on the Welsh language and culture in schools and communities, given that it is unlikely that the</p>
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	<p>construction workers would seek long term accommodation on Anglesey for the duration of the works.</p> <p>(viii) The WLIA demonstrates that overall the Proposed development is expected to have a beneficial effect on Welsh language and culture, particularly in terms of providing direct employment, including supply chain and job creation opportunities.</p> <p>In response to these comments a response was received from the Authority's Policy and Strategy Manager which acknowledges, following legal advice, that the current proposal for the On-Line Highway Works are a standalone project. The policies which apply are therefore no different to those which have been applied to other similar projects such as the Llangefni 'Link-Road'.</p> <p>In this respect there will be a requirement for Welsh language signage. The fact that IACC Transport officers are in constructive dialogue with the applicant regarding procurement measures which support the aims of the draft WLCMS for Wylfa Newydd with regard to the engagement of local welsh speaking construction workers and local suppliers and contractors is also welcomed.</p> <p>Whilst it is recognised that the current application is a 'stand-alone' project for planning consenting purposes these however are seen in the eyes of the public as the commencement of the overall Wylfa Newydd project. It is therefore imperative that the comments previously suggested with respect to Welsh Language and Culture are captured within the Authority's Local Impact Report to be prepared by the IACC as part of the DCO process.</p> <p>Application Reference Number VAR/2020/24 – No comments provided that all other conditions relating to Welsh Language remain the same.</p> <p>Application Reference Number VAR/2023/41 – An updated Welsh Impact Assessment has been submitted as part of the application which includes a list of suggested mitigation and enhancement measures. These will be captured by planning conditions. The Policy and Welsh Language Manager is satisfied with the report on the basis that the assessment continues to meeting the methodology and relevant legislation.</p>
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Mwynau a Gwastraff / Minerals & Waste

In responding to the original application, the North Wales Minerals and Waste Team confirmed that the proposals are in accordance with relevant policy and it is recommended that both the submission of Materials Management Plan and Waste Management Plan documents are requested as part of a pre-commencement condition.

The development of a temporary construction compound including a temporary pavement recycling facility is welcomed. However, as commented in the Waste and Minerals Oversight Group meeting (WaMOG) dated 18th May 2017, the compound appeared confined and somewhat unpractical considering the tonnages, equipment and machinery required for operation. Although some amendments were made to the original compound footprint, further concerns were voiced in the WaMOG of the 7th December 2017.

The importation of material for the development is not considered a significant impact on the local/ regional infrastructure.

In relation to waste of onsite material and site-won recycled material, it is assumed that a decision and/or plan together with the appointment of a contractor dealing with waste will follow permission, if granted. Should the waste from the development be destined to landfill, inert landfill capacity locally is problematic and could prove difficult, notwithstanding the main project in its entirety.

The North Wales Minerals and Waste Service are in agreement with the methodology and outcomes with the proposal as a standalone application, but not if inter/intra project cumulative effects need to be considered.

Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:

- (i) The appointed contractor will be required to produce a CEMP, which will incorporate the preparation of a Materials Management Plan and a Site Waste Management Plan, in accordance with the principles set out in the CoCP. The CEMP will be submitted to IACC for approval prior to the commencement of works, in response to an appropriate planning condition attached to any grant of planning permission.

	<p>(ii) Once the contractor has been appointed, the layout of the Temporary Construction Compound will be further developed in liaison with IACC Highways, to be included in the CEMP. This will be submitted to the Local Planning Authority for approval, in response to a condition attached to any grant of planning permission.</p> <p>(iii) The 52,480 tonnes of waste stated in the waste arisings summary includes approximately 33,000 tonnes of bituminous material with an assumption that 95% of this material will be recycled and used as part of the highway reconstruction works. The appointed contractor will be required to prepare and adopt a Site Management Waste Plan (as part of the CEMP) to deal with the waste arisings, in accordance with the principles set out in the submitted CoCP. Discussions with the prospective contractor will be carried out prior to appointment in all aspects of the construction works including waste management, to ensure a strategy is developed early in the process.</p> <p>(iv) The contractor will be responsible for identifying an appropriate landfill site (or sites) with sufficient capacity to receive the inert waste generated by the proposed development. The site(s) would be selected on Anglesey if possible, or across a wider catchment within the north Wales region, as appropriate.</p> <p>(v) The principles of the Site waste management Plan set out in the submitted CoCP, align with those of the overall Wylfa Newydd Project CoCP, to ensure the approaches to waste management are compatible.</p> <p>(vi) Documents relating to the waste mass balance document are confirmed as issues which will be considered by the applicants in response to a requirement attached to the Development Consent (subject to its granting).</p> <p>As a result of the re-consultation process a second response was received from the North Wales Mineral and Waste Planning Service dated 7th of June, 2018 which expressed concern with the fact that there is limited capacity within the North West to accommodate the 52,840 tonnes of inert waste. The Service however confirmed that it was confident that that there was sufficient aggregate available regionally to service the development. On the matter of the 'Site Waste Management Plan'</p>
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	<p>and 'Materials Management Plan' the Service has requested that any conditions drafted and attached to the permission are framed such that the details are presented to the local planning authority within an appropriate time scale rather than prior to the commencement of works on site. This would allow sufficient opportunity for all parties to establish whether is sufficient capacity to control the waste which is associated with the development without adversely impacting upon the current local market.</p> <p>Application Reference Number VAR/2020/24 – No response</p> <p>Application Reference Number VAR/2023/41 – No response</p>
Tourism Partnership North Wales	No response
Polisi Cynllunio / Planning Policy	<p>In responding to the original application the JPPS stated that Strategic Policy TRA 4 Sustainable transport, development and accessibility promotes proposals that maximise accessibility for all modes of transport, but particularly by foot, cycle and public transport. It clarifies that the Councils will require appropriate transport infrastructure elements to be delivered as part of major infrastructure development schemes either in kind or through section 106 obligations. It sets the framework to allocate or safeguard land where appropriate to facilitate the key strategic transport schemes.</p> <p>Policy TRA 1 sets out the parameters to consider improvements to the existing transport network. In recognition of pre-application discussions with Horizon the Policy recognises the need to develop an appropriate scheme of transport solutions to mitigate the effects of the construction and operation of the new power station. Part 4 of the Policy safeguards land that would contribute to one of the transport solutions.</p> <p>Criterion 3 of Policy PS 9 sets out the need for "Highways and transport proposals for the Wylfa Newydd Project form part of the integrated traffic and transport strategy that has regard to Strategic Policy PS 4 and any relevant detailed Policies in the Plan and minimises adverse transport impacts to an acceptable level, including those arising during the construction, operation and decommissioning stages, and any restoration stages. Proposals should, where feasible, make a positive contribution to transportation policy objectives in the locality, and should include multi-modal solutions and investment that encourages</p>

	<p>travel by public transport, walking and cycling and other sustainable forms of transport."</p> <p>Responses to the consultation from specialist officers within the Council and its partners will determine whether any other criteria in Policy PS 9 apply and which development management policies are relevant to the proposal.</p> <p>With regards to this application, the JPPS stated that since the original application in 2018, the Council has adopted and SPG on 'Maintenance and Creation of Distinctive and Sustainable Communities' (July 2019). This provides a revised methodology for the preparation of a Welsh Language Impact Assessment or Welsh Language Statement to support and application.</p> <p>The original application was supported by a Welsh Language Impact Assessment, however the methodology used in its preparation was based upon a now superseded SPG 'Planning and the Welsh Language'.</p> <p>The IOACC adopted the 'Maintenance and Creation of Distinctive and Sustainable Communities' SPG in July 2019. An updated Welsh Language Impact Assessment has been submitted as part of the current application.</p> <p>Application Reference Number VAR/2020/24 – The JPPS confirmed since the original application in 2018, the Council has adopted and SPG on 'Maintenance and Creation of Distinctive and Sustainable Communities' (July 2019). This provides a revised methodology for the preparation of a Welsh Language Impact Assessment or Welsh Language Statement to support an application.</p> <p>Following an assessment in line with the adopted SPG it was agreed that the conclusions of the Welsh Language Impact Assessment remain valid and no further information relating to the Welsh language was required.</p> <p>Application Reference Number VAR/2023/41 – Relevant policies related to the proposed development quoted by the policy unit.</p>
<p>Bwrdd Uchelgais Economaidd Gogledd Cymru North Wales Economic Ambition Board</p>	<p>No response.</p>
<p>National Trust</p>	<p>A response was received to the original application with no observations.</p>

	<p>Application Reference Number VAR/2020/24 – No Response Received</p> <p>Application Reference Number VAR/2023/41 – No Response Received</p>
<p>Iechyd yr Amgylchedd / Environmental Health</p>	<p>In responding to the original application, the Environmental Health Department confirmed that the information, assessment and methodology of the proposals are sufficient and meet the required policies and standards. In agreement with the conclusions of the assessed environmental impact. Recognition is given to the intra and inter development complexities and the cumulative effects of the proposal in the wider development proposals.</p> <p>Expected that the applicant will capture and mitigate against noise, vibration, air quality, artificial light, soil contamination, and odour and water issues through the CoCP.</p> <p>Further mitigation strategies and CEMP's to be supported by additional site-specific management plans.</p> <p>IACC welcome opportunity to assist with on-site noise and vibration monitoring to be implemented as soon as possible, emphasising long-term monitoring to be web-based and publicly available. Would also wish to be part of any community liaison committee proposed by the applicant.</p> <p>Adoption of the Section 61 Prior Consent agreements made under the Control of Pollution Act 1974 application process between the applicant and IACC, must afford protection and mitigation for residents and communities bordering the site boundaries.</p> <p>Progression of development along the A5025 could result in varying degrees of magnitude which requires continuous monitoring.</p> <p>Timings of all associated traffic should not impact on school arrival and departure routes between 8:00-9:00 and 15:00-16:00 weekdays.</p> <p>Following the receipt of additional information from the applicant which resulted in a second round of consultation the Environmental Health Department in their response dated the 10th May, 2018 confirmed that the applicant had sufficiently addressed the points and comments initially raised provided that the applicant adhere to the</p>

	<p>controlling mechanisms within the application; namely the Code of Construction Practice, the Contractor Environmental management plans and the formal adoption of the Section 61 Prior Consent agreements made under the Control of Pollution Act 1974 application process between the applicant and the Authority.</p> <p>Application Reference Number VAR/2020/24 – No comments</p> <p>Application Reference Number VAR/2023/41 – No comments</p>
Openreach	No response
Uned Datblygu Economaidd / Economic Development Unit	<p>In responding to the original application, the Economic Development response provided by the Regeneration Function covered a combination of matters in relation to the socio-economic impacts of the project. Comments provided were outlined as follows:</p> <ul style="list-style-type: none"> • Land use - IACC in agreement with assessment of slight adverse impacts. • Land access - Regeneration Function of IACC feel appropriate mitigation has been offered to address the issue. • Economic activity and employment - IACC in agreement with assessment of employment impacts. IACC expect the applicant and its contractors to commit to the Employment and Skills Service and Supply Chain Service. IACC has asked for these to be piloted for the SPC and request it is replicated on the A5025 Online works. IACC wish to see use of local labour monitoring to understand proportion of Welsh speakers in the workforce and use of local labour. • Tourism - IACC recognise temporary disruption to tourism and request work to be timed seasonally to minimise disruption. IACC would expect a tourism mitigation fund to address impacts on tourism businesses and facilities in line with proposed mitigation for other aspects of the WN project. To understand whether further mitigation is required to address unforeseen impacts, as a minimum IACC request the applicant to monitor impacts on businesses throughout the duration of the works and wider WN project. • Other - IACC highlight the opportunity to install broadband/fibre ducting along the A5025 simultaneously with the improvement works. This would avoid further unnecessary disruption to the road network. IACC welcome further discussion on the matter. Reference is also made to opportunity

	<p>for facilitation of mains gas, whilst recognising the associated practical challenges.</p> <ul style="list-style-type: none">• Community severance - IACC believe the conclusion of community severance impacts is reasonable and propose mitigation in the form of social media/local radio updates. IACC expect similar provision of community benefits as with similar contracts (e.g. Llangefni Link road).• Cumulative impacts <p>a) IACC require a business and community mitigation fund to address adverse impact on socio-economic receptors by combination of different topic impacts. (i.e. air quality, noise and vibration, traffic)</p> <p>b) Intra project impacts - IACC welcome positive effects of employment but note displacement of labour and wage inflation.</p> <p>c) Inter project impacts - ES states potential impact on tourism businesses and visitors. IACC see this as further justification for tourism fund and monitoring measures addressing issues as they arise.</p> <ul style="list-style-type: none">• Employment and investment - IACC highlight potential displacement of labour.• Economic impact assessment and Skills and employment plan - no standalone document presented but IACC note economic impacts assessed within the ES.• IACC expect principles of draft skills and employment plan (produced by the applicant but not within application) to be applied to A5025 application. <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <p>(i) Temporary access arrangements and relevant signage to indicate that businesses are still operational during the construction works would be considered for inclusion as part of the CTMP, to be prepared and implemented by the appointed contractor. The proposed measures would be agreed in consultation with the IACC.</p> <p>The appointed contractor would be required to appoint a Community Liaison Officer, who must be a Welsh speaker, to communicate with local residents and businesses throughout the construction stage. This would ensure that any issues of concern raised during the construction works are managed and coordinated through a single point of contact and managed proactively</p>
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	<p>with local stakeholders by communicating early regarding construction activities. Local employment is a key priority of the Framework Contract for Highways Construction, which requires the appointed contractor to adhere to the applicant's Supply Chain Charter and to promote contract opportunities within Wales and the local area. This would include measures such as attendance at "Meet the Buyer Events" and advertising contractor and sub-contracting opportunities through a suitable internet-based platform.</p> <p>The majority of workers (assessed as 75%) would commute to the construction areas and Temporary Construction Compound on a daily basis from their homes based in the local area. For those workers who may want to stay close to site during the construction period, the appointed contractor would manage their accommodation as required, which is likely to be visitor accommodation, lodgings or short term private rented property, with workers returning to their homes at weekends.</p> <p>(iv) Monitoring the use of local labour and the proportion of Welsh Speakers in the workforce would be considered for inclusion as part of the CEMP prepared and implemented by the appointed contractor.</p> <p>(v) The proposed duration of the works is 66 weeks, and it will not be practicable to time the works seasonally to reduce impacts in particular seasons. However, the appointed contractor would be responsible for implementing such requirements which would include any traffic embargos and special arrangements for events such as the annual Tour de Mon cycling sportive. Construction works would also not take place on bank holidays.</p> <p>(vi) The scale and duration of the proposed construction works are not expected to present significant adverse effects on tourism. As stated previously the appointment of a Welsh speaking Community Liaison Officer will assist local residents and businesses throughout the construction stage to inform them of the timing and duration of the works and to ensure any issues related to traffic disruption are addressed.</p> <p>(vii) On the matter of installing broadband/fibre ducts along the route the applicants' response confirms that the improvements have been designed to ensure that the surface and width of the road is appropriate for future traffic levels. The use of adjoining land for other proposals would be</p>
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	<p>subject to other consenting provisions. In a similar vein, the provision of a gas supply along the route would also not be considered as part of the proposed development, particularly given the reconstruction works are not continuous along the full length of the A5025.</p> <p>The scale and duration of the works are not expected to present significant in-combination effects upon sensitive receptors, including residents and businesses. As agreed in response to previous consultation exercises the intention is to undertake the highway reconstruction works simultaneously within all four construction areas in sections 2, 4, 6 and 8 to reduce the overall duration of the works and impacts on traffic and associated environmental effects. The effects of the construction process will be monitored and managed by the appointed contractor, with regular liaison with local communities impacted by the works to ensure any issues arising are addressed efficiently. It is therefore not considered necessary to provide business and community mitigation funds, particularly given that once implemented, the A5025 On-line Highway Improvements will be beneficial to the local area in terms of providing a high quality transport route, improving road safety and increasing accessibility.</p> <p>(ix) IACC Highways- Major Projects (which is separate to Highways Consenting) and the applicant have established a Framework contract for Highways construction, which enables companies to become part of a 'pool' of potential contractors that can be approached directly by the IACC to bid for work, when required. Three of the four eligible contractors are based in north Wales. While it is not possible to guarantee the percentage of workers contracted from the local area it is highly likely that the contractors would appoint workers local to the proposed works, primarily to take advantage of the locally skilled workforce. Local employment is key priority of the Framework Contract for Highways Construction, which requires the appointed contractor to adhere the applicant's Supply Chain Charter and to promote contract opportunities within Wales and the local area.</p> <p>Following the re-consultation process a response was received from the Authority's Regeneration Function which states that they look forward to undertaking further consultation as part of the preparation of the CEMP to address some of the issues outlined above.</p>
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	<ul style="list-style-type: none"> - Regarding the Framework Contract, it is suggested that regular monitoring is required; - Given the duration of works it is questioned whether there is an opportunity to minimise disruption during peak hours of the day; - The appointment of a Welsh Community Officer is welcomed and will be reviewed; - It is not considered that the applicant's response to the issue of Tourism as a 'standalone' item has been adequately addressed and requires further discussion; - It is expected that the applicant share their Communications Plan and maintain dialogue with the Authority throughout construction; - It is acknowledged that the works once completed will provide a lasting benefit to the area however potential still exists for businesses to suffer harm during construction and it is therefore imperative that further dialogue is held on this issue; - It is considered that continued monitoring and reporting is any instances of displacement are managed; - The Framework Contract for Highways Construction is welcomed as a positive step for local employment opportunities however it is again imperative that regular monitoring and reporting is undertaken in an effort maximise upon the opportunities on offer. <p>Application Reference Number VAR/2020/24 – No Response</p> <p>Application Reference Number VAR/2023/41 – The Economic Development function has confirmed they wish to reiterate the comments made with respect to the original application.</p>
<p>Priffyrdd a Trafnidiaeth / Highways and Transportation</p>	<p>In response to the original application, the Highways and Transport department made the below general comments:</p> <ul style="list-style-type: none"> • Further to the on-going discussions held between the IACC and the applicant, the resurfacing specification is to be agreed with the IACC prior to commencement of works. • The surface dressing specification is to be agreed with the IACC prior to commencement of works. • The extent of preparatory pre-surface dressing carriageway patching is to be agreed with IACC prior to commencement of works.

	<ul style="list-style-type: none">• The applicant shall be advised to apply in writing to the Head of Service for Highways, Waste and Property for the necessary consent, as required under Section 278 of the Highways Act 1980 to carry out work within the highway.• All signage and road markings to be agreed with the IACC prior to commencement of works.• Any highway to be stopped-up as part of this development shall be dealt with by the Local Authority under Section 247 of the Town and Country Planning Act 1990. <p>Further commentary was provided on the content of specific documents submitted as part of the application. A full response was awaited at the time of writing this report and a verbal update was provided to the Members of the Planning Committee.</p> <p>In respect of this application, the Highways Department confirmed that they had no objection to the extension of time to implement the consent.</p> <p>The Highways Department also stated that since the original application in 2018, the Highways Authority confirm that a SCANNER survey (Surface Condition Assessment for the National Network of Roads) has been undertaken on the A5025 between Valley and Cemaes in 2018 and a SCRIM survey (Sideway-force Coefficient Routine Investigation Machine) was undertaken in 2019.</p> <p>Whilst the Highways Authority does not wish to invest significantly in the A5025 due to the highway improvements proposed by the applicant, the road surface is deteriorating and the Highways Authority have had to undertake essential maintenance on sections of the A5025. These are not significant works; they are however, essential maintenance works until the more significant A5025 highway improvements are made when the improvements are implemented,</p> <p>Application Reference Number VAR/2020/24 – No Response</p> <p>Application Reference Number VAR/2023/41 – No objection raise provided that conditions are retained as part of any new permission.</p>
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Cydlynnydd Cydlyniant Cymunedol Community Cohesion Co-ordinator	No response
Cynghorydd Ken Taylor	No Response
Cynghorydd Gwilym O Jones	No Response
Cynghorydd Jackie Lewis	No Response
Cynghorydd Llio Angharad Owen	No Response
Cynghorydd Llinos Medi Huws	No Response
Cyngor Cymuned Mechell Community Council	<p>In response to the original application, the Community Council confirmed that they had no objection and welcomed improvements to the A5025 between Valley and the Wylfa site.</p> <p>They realise delays will occur, but have concerns about increased traffic through Llanfechell. They were disappointed with the lack of information and timetable of the application consultation period being over Christmas, impacting on the Community Council's work load and meetings. The Community Council has previously stated their disappointment to the applicant regarding the timetable and lack of information.</p> <p>The Local Planning Authority subsequently contacted Mechell Community Council in an effort to gauge precisely what their concerns were in terms of the lack of information and in an effort to establish precisely what information they believed was missing.</p> <p>However, no response has been received to this request.</p> <p>Following the receipt of additional information in response to the Authority's request the following was confirmed within the applicant's submissions;</p> <p>(i) it is acknowledged that traffic delays are likely during the construction process, which are to be monitored and managed by the appointed contractor. As agreed in response to previous public consultation, the intention is to undertake the highway reconstruction works simultaneously within all four construction areas in Section 2, 4, 6 and 8 to reduce the overall duration of the works and impact on traffic.</p> <p>(ii) The applicant engages regularly with the Community Councils to provide updates on the progress of the Wylfa Newydd Project and related planning applications. The applicant has also offered to attend at Community Council meetings</p>

	<p>to answer any questions on the proposed development to help inform their responses.</p> <p>VAR/2020/24 – No Response</p> <p>VAR/2023/41 - No Response</p>
<p>Cyngor Cymuned Llanfair yn Neubwll Community Council</p>	<p>No Response</p>
<p>Cyngor Cymuned Llanfachraeth Community Council</p>	<p>With regards to the original application in 2018, a response was received with no objections.</p> <p>Following the receipt of additional information from the applicant which resulted in a second round of consultation the Community Council response dated the 6th June, 2018 confirmed that their position of 'no objection' remained unchanged.</p> <p>VAR/2020/24 – No Response</p> <p>VAR/2023/41 - No Response</p>
<p>Cyngor Cymuned Y Fali / Valley Community Council</p>	<p>In response to the original application, the Community Council requested that the disused bus shelter in Llanynghenedl was replaced with it being their intention to adopt the maintenance of the bus shelter once in place.</p> <p>In relation to pedestrian and cyclists safety the Community Council suggested improved lighting around Junction 4 (Gorad Road) and the consideration of reducing speed limits.</p> <p>It was also requested that access to Valley Cemetery must be maintained at all times and any disruption to the funeral director require adequate notice. It was also noted that the cemetery car park and water meter were not to be used by contractors.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that;</p> <p>(i) Valley Community Council will be invited to select a preferred design for the bus shelter from a choice of standard IACC shelter designs.</p> <p>(ii) The road safety audit undertaken has not identified an issue regarding the need for lighting at this junction. However, the applicant will discuss the issue further with the Authority's Highways department.</p>

(iii) The applicant would expect the IACC as the local highway authority, to be responsible for monitoring and enforcing vehicle speeds following completion of the A5025 On-line Highway Improvements. The Highway Authority and would be responsible for amending speed limits along the A5025 if deemed necessary.

(iv) The appointed contractor will not be permitted to obstruct the vehicular access to Valley Cemetery. The applicant would be content to secure this by means of an appropriate planning condition attached to any grant of planning permission.

(v) The appointed contractor will not be permitted to use the Valley Cemetery car park or the water supply.

As a result of the re-consultation process of the original application, a second response was received from Valley Community Council dated the 20th May, 2018. In that response the members appreciated that comments previously submitted had been included within the revised proposals.

However, it was resolved to write once again requesting that consideration be given to reducing the speed limit from Llanyghenedl to Valley to 30mph (currently 40mph) in view of the need to cross the road from Gorad to access the cycle path and due to existing concerns raised by local businesses about speeding traffic along this road, particularly towards the Valley traffic lights.

In light of this request, a copy of the Community Council's comments was forwarded to the Authority's Highways Department who have subsequently confirmed that it is proposed to review speed limits on the A5025 between Valley and Cemaes once the Wylfa Newydd improvement works have been carried out. This response has subsequently been forwarded onto the Community Council for information.

Application Reference Number VAR/2020/24 – No Response provided all comments received as part the original application remain considered.

Application Reference Number VAR/2023/41 – The Community Council have objected to the application since they continue to have concerns with respect to the road closure at Llanyghenedl, access to the Ynys Wen cemetery and the

	pedestrian access between Caergeiliog and Valley.
Cyngor Cymuned Llanfaethlu Community Council	<p>In respect of the original application, the below provides a chronological summary of the consultation with the Community Council.</p> <p>27th February - Community Council briefing session where the Community Council raised concern with respect to the fact that they hadn't received a response to the concerns expressed with respect to the A5025 proposal. Llanfaethlu confirmed that they had requested further detail from the IACC and a meeting to discuss their concerns.</p> <p>5th March - IACC Highways and Highways Development Control department confirmed no concerns had been received or invitation to such a meeting.</p> <p>6th March - IACC Local Planning Authority e-mailed Llanfaethlu's clerk in an effort to establish exactly what their concerns are.</p> <p>7th March - Llanfaethlu responded stating that a letter was sent to the Highways Department but no response had been received. It was confirmed that Cllr Ken Hughes had made inquiries but no response was received. There was an invitation for IACC to attend the next Community Council meeting on 9th April.</p> <p>15th March - The Planning Authority responded by thanking the Community Council for the invitation but confirmed the Local Planning Authority were not in a position to discuss issues relating to vehicle speeds along the A5025. A special meeting was arranged for April 26th to discuss the DCO process, SPC and A5025 TCPAs with members of the Town Councils and Community representatives with an invitation included to Llanfaethlu Community Council.</p> <p>No reply was received following the Town and Community Councils Forum which was held in the Council Chamber on the 26th of April, 2018 or as a result of the re-consultation process.</p> <p>VAR/2020/24 – No Response</p> <p>VAR/2023/41 - No Response</p>
Cyngor Cymuned Cylch-y-Garn Community Council	Had no objections to the original application. General comments were offered with respect to the stopping-up procedures and a request was made

	<p>that any works compounds were restricted to normal working hours, particularly in proximity to residential properties.</p> <p>Application Reference Number VAR/2020/24 – No Response Received</p> <p>Application Reference Number VAR/2023/41 – No Response Received</p>
<p>Draenio / Drainage</p>	<p>In responding to the original application the IACC's Drainage Officer stated that the proposed highway improvement works are partially located in areas served by public sewer systems and this application should therefore be forwarded to the sewerage undertakers, for their consideration and comment.</p> <p>Greater detail of intended disposal of surface water is required.</p> <p>The surface water management and land drainage philosophy as detailed in the supporting documentation, appears to be satisfactory in principle.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <p>(i) The applicant has consulted with DCWW regarding the implications of the proposed A5025 On-line Highway Improvements on existing public sewers.</p> <p>(ii) There would be no change to catchment areas as a result of the A5025 On-line Highway Improvements, with only a slight increase in impermeable area which will be mitigated by implementing either an extension or enhancement to the existing drainage provision or filter drains, or strips where appropriate. These details will be designed by the appointed contractor and submitted to IACC for approval, in response to a planning condition attached to any grant of planning permission.</p> <p>(v) Details relating to culvert design and construction will be provided by the appointed contractor once on site and the culverts exposed. These details would then be submitted to IACC for approval in response to a planning condition attached to any grant of planning permission.</p>

	<p>(vi) The appointed contractor will undertake further investigation work to confirm ground water levels to inform the final design for the pond construction. Additional topographical survey information will be undertaken to finalise the shape and depths of each attenuation pond and confirm their position and invert levels into adjacent watercourses. Horizon is content to receive a appropriate planning condition on this point</p> <p>(vii) All required details will be prepared and presented to the local planning authority for approval prior to the commencement of any drainage elated development in response to a planning condition attached to any grant of planning permission. This includes ground investigations into either an infiltration design or attenuation system required to serve the new parking area at Bryn Tirion Terrace in Section 4.</p> <p>As a result of the re-consultation process a second response was received from the Technical Section dated 8th of June, 2018 which confirmed that there was no objection to the proposals in principle. However, there were still certain aspects of the scheme which required further clarification at this juncture: namely;</p> <ul style="list-style-type: none"> - The connectivity of the new road gully and drainage network at chainage 900.00 and; - The percolation value of the ground in the vicinity of the soakaway intended to serve the parking area at Bryn Tirion Terrace. <p>VAR/2020/24 - No Response</p> <p>VAR/2023/41 - No Comments</p>
<p>North Wales Police Service</p>	<p>In response to the original application, NWP requested that should the need for enforcement of the temporary speed limits become a requirement, that provision within the temporary works is made for the siting of an enforcement vehicle. Following completion of the works and once operational, monitoring and assessment of vehicles' speeds should be undertaken. This will ensure a reduction in road safety does not occur and necessary measures can be undertaken including changes to speed limits and enforcement.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p>

	<p>(i) There was potential for this requirement to be accommodated in construction areas upon request, in consultation with the appointed contractor, if required.</p> <p>(ii) If enforcement measures were found to be required during construction works, the plan would be discussed with NWP.</p> <p>(iii) The applicant would expect the North Wales Police to be responsible for monitoring and enforcing vehicle speeds following completion of the A/5025 On-line Highway Improvements and the Council would be responsible for amending speed limits along the A5025 if determined necessary.</p> <p>Application Reference Number VAR/2020/24 – No Response Received</p> <p>Application Reference Number VAR/2023/41 – No Response Received</p>
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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. A notice was also placed within the local newspaper. The latest date for the receipt of any representation was the 02/08/2023. Two representations had been received at the department at the time of writing this report. The points raised are noted below:

- Hitchchi has withdrawn from the Wylfa Newydd project and no permission was granted for the development. There is no justification for the proposed development.

Relevant Planning History

The planning history for the A5025 section from Valley to the existing Wylfa access road consists of numerous individual applications.

Details of the applications are provided in Appendix A.

Main Planning Considerations

Is there a Policy Framework that supports the Proposed Development?

Although the DCO application by Horizon for the Wylfa New Nuclear Project has been withdrawn, the national policy position remains unchanged since the determination and subsequent approval of the original consent for the online improvements and section 73 permission to vary condition (1) with the Wylfa site remaining allocated for a new nuclear development. In analysing the national planning policy position in relation to this application, it is considered that the National Policy Statements EN-1 and EN-6 should carry significant weight and be regarded as significant material considerations.

Powering up Britain: Energy Security Plan (March 2023) sets out how the Government will ensure the UK is more energy independent, secure, and resilient. The Plan confirms that Great British Nuclear, a Government body will support the ambition to ramp up nuclear capacity in the UK to 24GW by 2050.

As confirmed in the planning statement that supports the application, 'Horizon remains committed to supporting the development of a new nuclear power station at Wylfa and as part of its commitment to leaving a positive legacy to the site, it considered that preserving the planning permission for the A5025

On-line Highway Improvements is an integral part of the site's future given that any future development at the site will need to address the limitations of the existing road leading up to the site.

At a Welsh Government policy level, the principle strategic / national policy document for development in Wales is Future Wales: The National Plan 2040 and sets the direction for development until 2040.

Policy 24 (North West Wales and Energy) of Future Wales state that proposed development associated with the Isle of Anglesey Energy Island Programme and Wylfa Newydd will be supported in principle. It also states that the Welsh Government supports North West Wales as a location for new energy development and investment and the potential economic benefits for new nuclear development, may provide a catalyst for regional development.

Planning Policy Wales (Edition 11) together with Technical Advice Notes also provides the Land Use planning policies of the Welsh Government, translating the commitment to sustainable development into the planning system so the Government can play an appropriate role in moving towards sustainability and a low carbon economy.

The original permission was granted on the basis of the then PPW 9 (2016) being in force and has since been superseded by PPW 10 (2020) which was adopted at the time the previous section 73 application was assessed. Pertinent to the proposal are aspects which relate to sustainable development and transport, and these were thoroughly considered a part of the assessment at the time of the determination of the two previous applications.

Since the original grant of planning permission TAN12: Design (2016) and TAN 21: Waste (2017) have been updated. With no changes being proposed to either design or waste aspects associated with the proposal it is considered that neither of the updated TANs constitutes a material change to the proposal.

At the local level, the statutory development plan for Anglesey comprises the Anglesey and Gwynedd Joint Local Development Plan (JLDP) (2011-2026).

Strategic Policy PS9 of the JLDP recognises the possibility that early works may need to be undertaken to develop a power station at the Wylfa site. Point 4 of the Policy states that the need for early nuclear work must be justified in order to:

- ensure the timely delivery of the project or
- that it is designed to provide mitigation measures to address the impacts of the construction or operation of the Project.

Other criteria in Policy PS9 apply to the various elements of the planning application as well as national planning policies and guidelines.

The principal justification given by the applicant for supporting the application (in addition to the positive economic benefits, improvements and reconstruction of the highway, and early time benefits) is to address the physical and operational constraints on this stretch of the A5025, in relation to its width, alignment, overtaking opportunities and surfacing condition.

The A5025 On-line Highway Works are part of the enabling works to help facilitate the construction and operation of a new nuclear power station at the Wylfa site, which is in the national as well as local interest and which complies with the above policy criteria.

A number of Supplementary Planning Guidance documents have been published by the IACC to further inform development plan policies, the most relevant of which for the application is the Wylfa Newydd SPG (2018).

The Wylfa Newydd SPG recognises the important contribution new nuclear power can make to the UK's energy mix and security of supply and supports the principle of development of a new nuclear power station at Wylfa.

The SPG also confirms at paragraph 4.6.7 that;

'Studies have identified the potential for constraints to exist locally on the network. These constraints may require highway improvements to be implemented, most notably along the A5025 and at certain key junctions, for example at the A55 Junction 3 (A55/A5 junction) and Junction 1 of the A55 at Holyhead where enhancements to existing highway arrangements are required to deal with congestion associated with port traffic at peak periods. The project promoter is proposing on-line and off-line work along the A5025 between Valley and the main site. Whilst not wishing to prejudice decisions on these elements of the project, the County Council does, in principle, recognise that they will mitigate some of the impacts arising from vehicle movements; however, additional mitigation and traffic management measures will be required'.

Overall, it is considered that development plan policies and guidance notes (which includes the guidance contained within the Wylfa Newydd SPG and associated Topic Papers) together with the advice contained within well established National and Welsh Policy, are supportive of the proposal. It is therefore considered by the Local Planning Authority that there is a suitable policy framework which supports the principle of the proposed development.

Does the proposed development constitute Sustainable Development?

One of the key aspects of national policy is the emphasis on sustainability. In Wales this is defined to mean; 'enhancing the economic, social and environmental well-being of people and communities, achieving a better quality of life for our own generations in ways which;

- Promote social justice and equality of opportunity; and
- Enhance the natural and cultural environment and respect its limits-using only our fair share of the earth's resources and sustaining our cultural legacy Sustainable development is the process by which we reach the goal of sustainability.'

Socio and Economic benefits

Critical to achieving the above is the creation of a resilient low carbon economy and the creation of communities where people can live and work. On balance, it is considered that a persuasive case has been made that the economic and social benefits that will accrue from the development together with the environmental safeguards proposed, will positively contribute to these goals.

In terms of its economic credentials, it is acknowledged that the proposed development is a stand-alone application. Chapter 4 of the applicant's original Environmental Report demonstrates that for the 66 week duration of the works, it is anticipated that the number of personnel required at peak would be 125 workers. Given that a proportion of the work will be specialist road construction, it is anticipated that some of the skilled labour will need to be sourced from outside the local area. It is expected that 75% (94) of the workers at peak, are expected to be employed from within the Daily Construction Commuting Zone (DCCZ). The remaining 25% (up to 31 workers) are expected to live outside the DCCZ, who may stay on Anglesey for part of the construction period.

While it is not possible to guarantee or formally secure the percentage of workers contracted from the local area, it is highly likely that the contractors will appoint workers local to the proposed works, primarily to take advantage of the locally skilled workforce and to reduce travel and accommodation costs.

When determining the original application for consent for the online improvements, the Council was in extensive discussions with Horizon in relation to ensuring economic benefits for the Wylfa Newydd Project

as a whole and the benefits associated with the implementation of the A5025 on-line improvements were part of such discussions.

At this point a Framework Contract for Highways Construction was also in place which required the appointed contractor to adhere to the applicant's Supply Chain Charter and to promote contract opportunities within Wales and the local area. This Framework is no longer in place as Horizon is no longer itself pursuing the Wylfa Newydd Nuclear New Build Project.

To ensure that the implementation of the A5025 online improvements ensures maximum local economic benefits including local employment, skills development and supply chain opportunities any permission issued by the Authority will include a new condition requiring that an Employment, Skills and Supply Chain Plan' is approved by the Local Planning Authority at least 6 months prior to commencement of the A5025 online improvement works. This will ensure alignment with policies PS1 (Welsh Language), PS 9 (Wylfa Newydd and Related Developments) and PS13 (Providing Opportunity for a Flourishing Economy) of the JLDP together with the vision of the Energy Island Programme which is to create once in a lifetime opportunity for jobs, economic growth and prosperity through capitalising upon such developments.

Environmental benefits

Whilst the following section considers in more detail the environmental credentials of the proposal it will be seen that again the contribution towards sustainable development overall is a positive one.

A pavement evaluation carried out on the A5025 identified substances indicative of the presence of tar in the lower asphalt layers. Subsequently, chemical testing confirmed this. In order to mitigate the risks associated with tar, it was decided to recycle the existing pavement into Cold Recycled Bound Material (CRBM) as part of the A5025 improvements.

The scheme length is approximately 16.19km, and it comprises full pavement reconstruction to a depth of 300mm, widening of the existing carriageway and application of a surface dressing. A study was carried out to calculate the total CRBM required for the works. It is expected that the total asphalt arising will be approximately 40,000 tonnes; from which approximately 17,000 tones will be handled as tar contaminated materials. The total CRBM needed for the new base layer is approximately 27,850 tonnes; therefore, all tar contaminated asphalt arisings can be recycled into CRBM.

The temporary construction compound also contains a temporary pavement recycling facility. The purpose of this facility would be to process and recycle the excavated pavement arisings, such that these could be reused as part of the proposed development in the form of a base layer in the pavement reconstruction and thereby reduce the need for materials importation and disposal.

Recycling the need for materials and their disposal through this CRBM process for recycling and processing pavements demonstrates that the applicant proposes measures which are deemed sustainable.

As part of the design development process, the applicant concluded that the proposed development should include the provision of a Temporary Construction Compound (TCC) with the overall design (including the temporary pavement recycling facility as mentioned above). The decision to include a TCC was influenced by the need to accommodate the temporary pavement recycling facility close to the proposed works which would significantly reduce the number of vehicle movements.

The TCC site was selected following an optioneering process which was informed by consideration of planning, engineering and logistics, land use and environmental context. The process of optioneering consisted of the following tasks:

- Review of available mapping and aerial photography.
- Analysis of the proposed site boundaries, existing topography, settlement patters, and their relationships to the A5025 corridor.

- Identification of environmental topics of relevance to the potential sites.
- Identification and mapping of known sensitivities and constraints within deigned areas of search, which could be directly and/or indirectly affected by the construction and operation of the proposed recycling compound.
- Development of criteria, against which each site has been tested and appraised to evaluate their relative advantages and disadvantages from an environmental perspective (Land use; hydrology; landscape and visual; noise; ecology; cultural heritage).

The applicant has demonstrated that the indicative layout of the TCC has been considered and selected as the most suitable location, therefore the LPA accepts that the TCC is in the most sustainable location.

The proposed development has been subject to a process of design evolution informed by public consultation, stakeholder engagement and the iterative environmental assessment. These processes have helped to develop the scope of the A5025 On-line Highway works, the approach to construction, and the refinement of designs to reduce, where practicable, their potential environmental effects.

The applicant and IACC Highways Major Projects Team have jointly developed the engineering design for the Proposed Development.

The location, layout and design of Public Rights of Way (PRoW) diversions and new cycle path connections have been discussed and agreed with the IACC PRoW Officer and Sustrans.

A sustainable drainage design, including measures to minimise flood risk, have been developed with the agreement of IACC Drainage engineers and the advice of NRW, particularly the function and capacity of the attenuation ponds in Section 2 of the Proposed Development and the general drainage arrangement at the rear of Bryn Tirion Terrace in Section 4.

Elements of the Landscape and Visual Impact Assessment and the landscape design, including planting specifications and replacement boundary features, have been previously informed by discussions with the IACC and NRW. The Local Planning Authority are satisfied that the sum total of benefits associated with the proposal in terms of landscape are clearly sufficient to outweigh the likely short term impacts.

Policy PS4 of the JLDP states that the Council will support improvements that maximise accessibility for all modes of transport and that this will be achieved by, inter alia, securing convenient access via footways and cycle infrastructure.

The design of the proposed development incorporates the inclusion of facilities to ensure continued accessibility to existing footways and cycle routes. The proposal has incorporated improved access to PRoWs, new crossing locations and sections of surfaced cycle ways as part of the works to connect existing cycle routes that cross the A5025.

This aspect of the proposal is testament to the proposed works accounting for the PPW Edition 11 and the guidance in TAN 18 and TAN 16 which promotes walking, cycling and the use of the PRoW network, thus constituting sustainable development.

Drainage

As part of the initial application the applicant produced a Flood Consequences Assessment which describes the requirements of the drainage design and how these have been assessed. The outcome of the assessment highlighted that in Section 2, 4, 6 and 8 of the proposal there was some risk of fluvial flooding at river crossings. In Section 2 there are additional fluvial flood risks associated with the crossing of the Afon Alaw floodplain.

The design of drainage has addressed the minor increase in impermeable areas associated to the proposed road widening. The principle of the new infrastructure has been developed to match the existing system, installing new drainage components as required.

In order to manage the risk of flooding, attenuation ponds have been incorporated in Section 2 as well as formal drainage being installed along the roadside where there are none at present. Filter drains have also been incorporated into the design to meet Sustainable Drainage Systems requirements. The applicant has demonstrated that no formal drainage system is necessary for the Temporary Construction Compound, except to prevent over-land flow of any sediment contaminated run-off into adjacent watercourses during intense periods of rainfall.

Following the receipt of additional information from the applicant it was confirmed that the NRW's Flood Risk concerns have subsequently been addressed by way of a Flood Consequences Assessment Technical Note (13th April, 2018) which was prepared in response to the NRW's original concerns. These concerns related to the positioning of a balancing pond in a flood zone.

The additional assessment work undertaken and contained in the submitted note was considered acceptable in addressing any flood risk concerns associated with two new balancing ponds at chainage 300.00 and 700.00 within Section 2 on the approach from Valley to Llanynghenedl.

The updated Environmental Statement that supports the application has considered key changes in surface water and groundwater including relevant legalisation as part of its assessment. It is concluded there is no change and that no further mitigation measures are required.

NRW latest response to the consultation process confirms that they continue to be satisfied that the flood risk associated with the proposal can be managed accordingly in accordance with the FCA and Technical Note.

Ecology

In line with Strategic Policy PS 16 and 19 of the JLDP which states that planning authorities should ensure that appropriate regard is given to the relative significance of international, national and local designations in considering the weight to be attached to acknowledged interests, ensuring that international or national responsibilities and obligations are fully met in accordance with National Policy, when determining applications.

The construction of the highway works has the potential to impact on ecological features through loss of habitat through activities such as site clearance, earthworks and excavation, landscaping and the establishment of the Temporary Construction Compound. To ensure that ecological impacts are adequately recorded and addressed the applicant will be required to conduct pre- construction ecological surveys.

The applicant has implemented the following embedded measures within the design of the development to minimise the potential impacts on ecology:

1. Translocation of hedgerows and reuse of stone walling pertinent to each Section.
2. Application of a 10m buffer around watercourses to avoid potential hydrological connectivity with the development.
3. Limitation of the clearance of suitable bird nesting habitat outside of the bird breeding season where possible and supervision in instances where the main breeding season cannot be avoided.

In addition to the above, the applicant also proposes, where possible, to enhance and maintain natural habitats as detailed in the Design Approach and Landscape Strategy (para 2.2.2).

Furthermore, the applicant has also agreed to the imposition of suitably framed planning conditions relating to the appointment of an Ecological Clerk of Works who would be responsible for the preparation

and submission of protected species licence applications as well as the CEMP's and implementing improvements in accordance with the approved DALs in response to an appropriate planning condition attached to any grant of planning permission.

The Authority's ecologist together with NRW have assessed the application and updated supporting environmental information and is satisfied that the application could be supported by continuing to impose the conditions attached to the previous permission that require the approval of further information prior to construction commencing.

Highways

The applicant and IACC Highways Major Projects Team have jointly developed the engineering design for the Proposed Development.

The proposed development has been subject to a process of design evolution informed by public consultation, stakeholder engagement and the iterative environmental assessment. These processes have helped to develop the scope of the A5025 On-line Highway works, the approach to construction, and the refinement of designs to reduce, where practicable, their potential environmental effects.

The updated Environmental Statement has considered key changes to traffic and transport including relevant legislation and data as part of its assessment. It is concluded that the magnitude of change would remain as negligible, constituting a neutral effect on traffic flow.

The Authority's Highway Section have assessed the application and updated supporting information and is satisfied that the application could be supported by continuing to impose the conditions attached to the previous permission.

What are the transport implications on the highway network during the construction?

It is anticipated that, as a result of the proposed Works, there will be implications upon the existing transport network during the construction phase of the A5025 On-line Highway Works.

As stated in the Code of Construction Practice submitted as part of the original application, the applicant intends to deliver a series of improvements of the A5025 between Valley and the proposed Power Station Access Road Junction as part of its wider transport strategy, these include:

- Upgrade the route, both in terms of standard of construction and road geometry, such that it can support increased levels of traffic, and improve safety and accessibility;
- Ensure that all relevant abnormal loads can pass along the full length of the A0525;
- Reduce any potential increase in road accidental risk;
- Reduce any adverse impacts on local communities;
- Reduce any adverse impact on the environment; and
- Seek opportunities where possible to achieve improvements for local communities and the environment through road design measures.

The implementation of the Works will largely be within the existing highway boundary and include:

- Improvement of the existing pavement through the application of a surface dressing through Section 1, 3, 5 and 7;
- Reconstruction and localised widening of the existing pavement through Sections 2, 4, 6 and 8;
- Modifications and improvements to existing signage and road markings through Sections 1- 8; and
- The construction of a Temporary Construction Compound (incorporating a temporary pavement recycling facility) within Section 7, immediately adjacent to the A5025.

The Works will be undertaken by an appointed contractor who will be subject to the conditions set out within the CoCP and CEMP.

In addition to the above, the contractor will be required to adopt and develop a Construction Traffic Management Plan (CTMP) for each phase of the proposed development and will agree the CTMP with IACC. A condition is to be attached to any consent that a detailed CTMP across several phases of the development will need to be approved by the Council prior to any development being commenced.

As stated within the CoCP, in order to manage the impacts of HGV traffic on existing flows, the CTMP will identify a delivery window for construction materials on the A5025. The delivery window is proposed to run from 07:00 to 19:00, Monday to Friday, with restrictions during school start and end times. It is anticipated that deliveries may occasionally be undertaken outside of these times, but they will be limited with the Council requiring prior notification.

Within the Traffic and Transport Management Strategy the applicant proposes a number of mitigation proposals which seek to minimise disruption to the existing transport network during construction.

Whilst it is recognised that there will be some inevitable disruption as a result of the proposed development, the scale and duration of the works are not expected to present significant in- combination effects upon sensitive receptors, including residents and businesses. As agreed in response to previous consultation exercises the intention is to undertake the highway reconstruction works simultaneously within all four construction areas in sections 2, 4, 6 and 8 to reduce the overall duration of the works and impacts on traffic and associated environmental effects. The effects of the construction process will be monitored and managed by the appointed contractor, with regular liaison with local communities impacted by the works to ensure any issues arising are addressed efficiently.

The original Environmental Statement noted that the construction of the proposed development was assumed to take place in 2018 and the physical improvement to road conditions associated with the operation of the proposed development assumed to be 2019.

The updated Environmental Statement now assess a construction date of 2025 and operation of the proposed development assumed to be 2026.

The updated Environmental Statement has considered key changes in traffic data and relevant legalisation as part of its assessment. It is considered that the magnitude of change would remain as negligible, constituting a neutral effect on traffic flows.

Will there be a change in landscape and visual amenity value as a result of the proposed works?

While efforts have been made to ensure a minimum impact on the landscape and the visual amenity of boundary treatments, it is inevitable that such works will have some impact on the character and appearance of the landscape.

As outlined in the design approach and landscape strategy that accompanies the application, site clearance is required as part of the widening works for the proposal. Where possible, the applicant intends to retain many of the existing roadside boundary features as these are part of the character of the landscape and also provide valuable wildlife habitat.

However, in some locations, where the road is to be widened or to achieve visibility splays, the works would involve the removal of existing boundary features such as cloddiau, stone walls, hedgerows and fences, and the loss of grass verges and other areas of vegetation.

Therefore, where it is not possible to retain boundary features, these would be either translocated (i.e. dug up and replanted in the new location) or replaced. Where replacement is necessary, the applicant has agreed with landowners that these boundary features would be replaced on a like-for-like basis.

The design of the replacement boundary treatments has been influenced by the surrounding landscape character, in particular the proposed species mixes of each type of planting, the seeding areas and the types of boundary features, such as stone walls and cloddiau.

The proposal for grass verges along the route would be to establish amenity grassland, similar to the existing highway verges and, in some locations, species rich grasslands. All plants and seed mixes would be of regional (North Wales) provenance.

The proposed landscape strategy states that the detailed design and implementation and specific maintenance specification would be a requirement of the contractual agreement with the contractor implementing the scheme. The contractor would thus be responsible for the implementation of the planting and seeding works and the construction of fences, walls and cloddiau, plus the 5 years' maintenance.

At the end of the 5-year maintenance period, handover of the maintenance to IACC would take place. Therefore, the long term maintenance of the landscape strategy, post the contractor maintenance period of 5 years, would be undertaken by the Isle of Anglesey County Council as per the agreement between the applicant and IACC Highways Department.

National and local planning policy requires that new development should be sustainable, demonstrate high quality design, take into account the local context and minimise adverse effects on the natural environment. Additionally, the AONB Management Plan Review 2015 - 2020 requires that development within 2km of the AONB adopts the highest standard of design and ensures the special qualities of the AONB are enhanced. It further sets out that new highway improvements take into account the rural setting of the road.

The applicant states that the landscape character, including within the AONB, has been taken into account in the design-development process. With this in mind the aim has been to embed mitigation measures into the design of the proposed development to improve integration into the receiving landscape and address adverse effects on the natural environment. Special qualities within the AONB have also been considered as part of the mitigation, in order to maintain the current conditions, with a single carriageway in a rural landscape, with hedge, tree, cloddiau, stone and fence boundaries to the adjacent agricultural fields. Key views and visual receptors have been taken into account to minimise visual impacts.

The implementation of the landscape strategy as part of the Online Works would also contribute to the Anglesey Biodiversity Action Plan's objectives for ancient hedgerows, ponds, flower rich road verges, water vole, otter and great crested newts.

In some locations where the visibility splay does not meet the necessary highway requirements, like-for-like replacement of existing vegetation may not be possible. The applicant proposes to replace the vegetation with as close a match to the original as possible. It is also proposed that some hedgerows which are proposed for removal will be translocated.

Approximately 3km of hedgerows would be removed and replaced during site clearance. This can be broken down by section as follows: 0.9km in Section 2; 1.6km in Section 4; 0.3km in Section 6; and 0.2km in Section 8. Of the hedgerows identified in each section above, approximately 0.5km are considered important hedgerow from an ecological perspective which meet the criteria within the Hedgerows Regulations 1997. Although minimal in length, the applicant has proposed mitigation for this loss by translocating these hedges where feasible or improving the overall species diversity of all replacement hedgerows which will provide a long term benefit. On balance, this compensation would result in neutral impact.

It is proposed that native planting of regional provenance will be provided in conjunction with the two attenuation ponds proposed for Section 2 (North of Valley). This will help integrate into the existing landscape and filter views. The proposed planting would be in keeping with local landscape character.

The applicant proposes a period of landscape maintenance after the construction of the proposal which includes monitoring by the appointed contractor's landscape manager. This will ensure successful establishment of seeding and planting. At the end of the maintenance period, handover of the maintenance to IACC would take place as per the agreement of the contract.

The LVIA undertaken in 2016 was considered to represent a robust and proportionate assessment of the project's landscape impact, and was carried out through consultation with relevant stakeholders, including the Planning Authority.

The scheme design remains unchanged, and the review of the baseline conditions revealed no significant changes in baseline conditions.

The updated Environmental Report which supports the current application considers updated guidance and methodology and concludes that the broad principles of the current assessment process have been followed. It is therefore concluded that the LVIA still represents a valid and true assessment of the project's landscape and visual effects during both construction and operation.

- Area of Outstanding Natural Beauty (AONB)

It is acknowledged that a section of new highway verge traverses within the boundary of the AONB (Section 2). However, the Local Planning Authority is satisfied that the mitigation measures incorporated are sufficient to offset any negative landscape and visual impacts.

The proposals in the area entail the removal of two sections of existing rendered stone wall (along the boundary of the AONB) and their replacement with a new stone wall to the rear of a widened roadside verge which will extend into the AONB and is required to provide better visibility around an existing residential access. The provision of the new stone wall in place of the existing rendered stone wall along this highway boundary is considered to be an enhancement which reflects the fact that the new boundary is within the AONB. These proposals offer benefits to landscape character and amenity both within and adjacent to the AONB.

With respect to measures of landscape component 'loss and replacement' it can also be confirmed that the implementation of the development will, upon completion, result in an overall net gain in terms of replacement meterage for stone walls, cloddiau trees and hedgerows.

- What are the impacts on residential amenity?

A development of this scale and nature will inevitably cause some disruption to the amenity of local residents. As demonstrated below the applicant has incorporated measures to ensure that such impacts are mitigated, and where possible resolved.

PPW Edition 11 states that when determining applications relating to transport, accessibility by a range of different transport modes should be taken into consideration. The applicant has demonstrated that the proposal has incorporated sections of surfaced cycle paths to connect the existing cycle routes that cross the A5025.

In accordance with Strategic Policy PS4 in the JLDP, the applicant has prepared the proposal to take into account the possible impact on pedestrian and vehicular traffic matters, PRoWs, cycling and accessibility of vehicle access. As far as possible the applicant has limited the effects on PRoWs and NCNs and through the CoCP has set out the measures to manage footpath closures and limited the adverse impacts as far as practicable.

To ensure that concerns and queries of the resident communities living in close proximity to the development works are addressed, the applicant states that in line with the CoCP, there will be a dedicated Welsh speaking Community Liaison Officer for the A5025 On-line highway works. This

individual will have knowledge regarding the construction and be best placed to address community queries and concerns.

Conclusion

The application falls to be determined in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004; that is, it is to be determined in accordance with development plan policies unless material considerations indicate otherwise.

In this respect it is considered that National Policy Statements provide a framework that can be used to support the development and that other up to date development plan policies and local guidance notes also provide a similarly supportive context. The proposed highway improvements will help facilitate and enable development of new energy proposals at the Wylfa site which would otherwise not be able to proceed and this supports renewal of the planning consent for a further period.

It is considered that the development, subject to suitable mitigation measures, will make a positive contribution in helping to develop the economy without causing irreparable harm to the environment or the local community. The proposal will:

- Facilitate Low Carbon Energy Generation sooner than would otherwise be possible.
- Facilitate the delivery of economic benefits in the area and wider region.
- Ensure a less intensive main construction phase for any future nuclear development thus reducing the impacts on the amenities of local residents.
- Result in an improvement to an extensive section of the highway addressing safety concerns and surface conditions, providing a new carriageway pavement with a design life of approximately 20 years and an important legacy for future generations.

It should be noted that previously a Compulsory Purchase Order (CPO) was taken forward for the A5025 online improvements works. This process might need to be taken forward again to secure the land requirements to deliver the A5025 Improvement Works. Should this be required this would involve the Council using its CPO powers at the developer's cost. CPO is separate from the planning process and a decision on this section 73 application should be made having regard to the planning issues outlined in this report. However, it should be noted that any CPO would be helped by an extant planning permission being in place for the online improvement works.

It is believed that the information provided with the application, the views and comments received from consultees (and interested parties) together with the other material considerations discussed above provides a persuasive and compelling argument that on the facts of this particular case the development ought to be supported.

The recommendation considers the duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WCFG Act). The recommendation takes into account the ways of working set out at section 5 of the WCFG Act and it is considered that this decision is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives set out in section 8 of the WCFG Act.

Recommendation

That the application is permitted subject to the following conditions:

Time Limit - Commencement of Development

(01) The Development and works hereby permitted shall be commenced before the expiration of three years from the date of the last expiration (being the 13th July 2026).

Reason: In accordance with Section 91(1)(b) of the Town and Country Planning Act 1990.

Pre-commencement

(02) Environmental Management- Prior to the commencement of works on site a detailed Code of Construction Practice (CoCP) shall be submitted to and approved by the local planning authority, in consultation with Natural Resources Wales. Implementation shall accord with the provisions of the approved scheme.

Protected Sites- Prior to the commencement of works on site a Bio-Security Risk Assessment/Management Plan shall be submitted to and approved by the local planning, in consultation with Natural Resources Wales. Implementation shall accord with the provisions of the approved scheme.

Protected Species- Prior to the commencement of works on site an Ecological Compliance Audit Scheme shall be submitted to and approved by the local planning authority. Implementation shall accord with the provisions of the approved scheme.

Protected Species- Prior to the commencement of works on site detailed Great Crested Newt (GCN) mitigation measures shall be submitted to the local planning authority in consultation with the Natural Resources Wales. Implementation shall accord with the provisions of the approved scheme.

Protected Species- Prior to the commencement of works on site, detailed otter mitigation measures, including Reasonable Avoidance Measures, shall be submitted to and approved by the local planning authority in consultation with Natural resources Wales. Implementation shall accord with the provisions of the approved scheme.

Protected Species- Prior to the commencement of works on site detailed water vole mitigation/compensation measures, to include post construction management and surveillance shall be submitted to and approved by the local planning authority in consultation with Natural Resources Wales. Implementation shall accord with the provisions of the approved scheme.

Migratory Fish- Prior to the commencement of works on site detailed measures to avoid impacts with migratory fish shall be submitted to and approved by the local planning authority, in consultation with Natural resources Wales. Implementation shall accord with the provisions of the approved scheme.

Reasons- To prevent disturbance and damage to designated sites and to prevent offences under protected and controlled species legislation and nature conservation policy and guidance

Approved Drawings / Documents

(03) The Development and works hereby permitted shall be carried out in accordance with the approved drawings and documents.

Reason: To ensure that all works are properly implemented and retained.

Construction Management

Construction and Environmental Management Plan

(04) No development shall commence until a Construction and Environmental Management Plan (CEMP) has been prepared in accordance with the principles set out in the Code of Construction Practice, and submitted to and approved in writing by the Local Planning Authority, in consultation with NRW and other stakeholders. The CEMP will incorporate the following elements:

- a) **General Site Management Strategy**, which shall include details of the proposed construction works to be carried out to implement the Proposed Development; working hours and delivery windows; site layout of all compounds and construction areas; temporary site lighting; and construction site security measures; site clearance on completion of activities.
- c) **Public Access Management Strategy**, which shall provide details of the management of Public Rights of Way (PRoW), Private Means of Access (PMAs) and cycle routes, including their access during the construction period. The Strategy shall include details of any necessary closures and/or diversions of PRoWs, to be obtained by means of Temporary Traffic Regulation Orders under the Road Traffic Regulations Act 1984.
- d) **Dust and Air Quality Management Plan**, which shall provide details of the dust control measures to be adopted during the construction process, the dust and air quality monitoring system, monitoring locations and appropriate alert thresholds.
- e) **Noise and Vibration Management Plan**, which shall provide details of the noise and vibration control measures to be adopted during the construction process, the noise and vibration monitoring system, monitoring locations and appropriate alert thresholds.
- f) **Materials Management Plan (MMP)**, which shall provide details of measures and standards of works required to be followed throughout the construction process. The appointed contractor will ensure an appropriately qualified person is employed to review, approve and verify materials management.
- g) **Site Waste Management Plan (SWMP)**, to ensure site waste is described accurately and managed appropriately. The SWMP shall include the most appropriate management route for each type of site waste, available capacity (permitted or exempt), details of compliant waste carriers and waste management companies, their capacities and proximity to the project, provision of an accurate description of any hazardous waste, maintenance of waste transfer or waste consignment records and monthly reporting to IACC.
- h) **Site Drainage** details for compounds, materials/equipment storage areas, construction areas and access tracks, which shall provide details of sustainable methods utilised for discharges including site drainage, surface runoff and dewatering discharges.
- i) **Water Management Strategy**, which shall provide details of working methods to protect surface water and groundwater from pollution and other impacts, including changes to flow, flood storage volume, water levels and water quality.
- j) **Biosecurity Risk Assessment, Method Statement and Management Plan**, which shall provide details of how Invasive Non- Native Species will be identified and eradicated from within the Site and immediate surroundings.
- k) **Ecology and Landscape Strategy**, which shall include details of pre-construction surveys and measures to ensure that ecological survey data is up to date; measures to obtain and comply with the requirements of any protected species licences; and details of the management of landscape features and landscape planting to align with the approaches presented in the Design Approach and Landscape Strategy.
- l) **Welsh Language and Culture Protocol**, which shall provide details of how the relevant Welsh Language Standards Regulations will be incorporated into the construction process, including communication with the public.
- m) **Details of the Temporary Construction Compound**, which shall include information on ground levels and the proposed layout to include drainage and means of vehicular access to the site.
- n) **Details of the Phases and Phasing of the Development**
- o) **Lighting Strategy**, which shall include information with respect to the type of lighting to be provided, baffles, cowls and directional requirements to avoid sensitive locations such as watercourses, hedgerows or buildings. The lighting specification should detail the mechanism to ensure that lighting is switched off when not required for all working areas during the operational phase which would include the temporary construction compounds, set down zones and material processing areas.
- p) **Soil Management**, which shall include a strategy for the transportation, handling, spreading, storage of topsoil and subsoil and information relating to the use of low fertility soils in locations identified for species rich grassland
- q) **Construction Details**, which shall include details for mortared and drystone walls, cloddiau, post and wire fences and gates.

The development hereby permitted shall be undertaken in accordance with the CEMP approved by the Local Planning Authority under this condition.

The CEMP will be updated as and when required to ensure the methods used reflect the changing needs of the works during construction and, for example, any relevant updates to industry guidance or legislation, or as a result of preconstruction. Any updates to the CEMP shall be submitted to and approved in writing by the Local Planning Authority before they take effect.

Reasons:

To prevent pollution to the land and/or water environment, protect the amenities of local residents and occupiers and to safeguard the natural environment within the Site and its surroundings.

To safeguard the amenities of local residents and occupiers and to safeguard the natural environment within the Site and its surroundings.

To safeguard and mitigate the impacts on a protected species and to avoid offences under the Conservation of Habitats and Species Regulations 2010 (as amended).

In the interests of road safety and amenity of transport and to minimise the impacts of the Development on the highway network.

Traffic Safety Control Officer

(05) No works shall commence until a Traffic Safety Control Officer (TSCO) has been appointed. The TSCO shall manage the effective, efficient and safe movement of vehicles throughout the construction process and ensure that these are carried out in accordance with the Construction Environmental Management Plan and any other plan approved under this permission.

Reason: In the interests of road safety, the amenity of road users and to minimise the impacts of the Development on the highway network.

Ecological Clerk of Works

(06) No works shall commence until an Ecological Clerk of Works (ECoW) has been appointed to manage the supervision of site clearance and construction activities during the development to ensure that these are carried out in accordance with the Construction Environmental Management Plan and any other plan approved under this permission.

Reason: To prevent disturbance and damage to designated sites and to prevent offences under protected and controlled species legislation and nature conservation policy and guidance.

Community Liaison Officer

(07) No works shall commence until a Community Liaison Officer has been appointed to liaise and communicate with the public during the construction process. The Public Liaison Officer must be a Welsh speaker (bilingual).

Reason: To notify occupiers of nearby properties in advance of works taking place and to provide information to the public about the works to be carried out, including the timing and duration of the works.

Working Hours

(08) No development, works or construction activity, (including Maintenance and Security) other than emergency works: shall take place outside the hours set out below without prior approval from the Local Planning Authority

Time of week	Construction staff		Office staff (Temporary Construction Compound)
	Summer shift (1st April – 31st October)	Winter shift (1st November - 31st March)	
Weekday	07:00-19:00	08:00-16:00	09:00-17:00
Saturday	07:00-13:00	08:00-13:00	Not applicable

There shall be no working outside of these hours, or at all on Sundays and public holidays.

Reason: To safeguard the amenity of local residents and occupiers.

Delivery Hours

(09) No deliveries shall arrive, be received or dispatched from the site outside the hours of 07.00 to 19.00 Monday to Friday and 07.00 to 13.00 on Saturdays and there shall be no deliveries outside these times or at all on Sundays or Bank Holidays unless otherwise agreed in writing in with the Local Planning Authority or unless the applicant has demonstrated to the satisfaction of the Local Planning Authority that there are exceptional circumstances (i.e. emergency works).

Reason: To safeguard the amenities of local residents and occupiers.

School arrival and departure times

(10) No traffic movements associated with the development are to be undertaken on school arrival and departure routes, to include workers arriving or departing from sites, construction traffic routes and deliveries, during the hours of 08:00 to 09:00 and 15:00 to 16:00 on weekdays, unless otherwise agreed with the Local Planning Authority.

Reason: In the interests of Public Protection and highway safety.

Nature Conservation

Ecological Pre-construction Surveys

(11) No works on any Phase of the development hereby permitted shall commence until ecological pre- construction surveys (including surveying for protected species) of that Phase have been undertaken and the results of such surveys have been submitted to the Local Planning Authority and NRW for information.

Reason: To safeguard protected species.

Protected Species Scheme

(12) No works shall commence until a scheme to minimise or prevent the incidental capture or killing of European species has been submitted for the approval of the Local Planning Authority. The development hereby permitted shall be undertaken in accordance with the Protected Species Scheme approved by the Local Planning Authority under this condition.

Reason: To safeguard Protected Species.

Hedgerow Translocation Method Statement

(13) No works in areas identified for hedgerow translocation shall commence until a detailed method statement for the translocation of hedgerows has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be undertaken in accordance with the Hedgerow Translocation Method Statement approved by the Local Planning Authority under this condition.

Reason: To safeguard and mitigate the impacts on hedgerows.

Landscape Assessment, Mitigation and Management

Assessment of boundary features

(14) No development shall take place until a general scope of the survey and assessment of boundary features to be affected by the construction works in locations where sections of existing footpaths are to be affected by the development has been submitted to and approved by the Local Planning Authority. The agreed scope of the survey and assessment shall be implemented prior to the removal of relevant boundary features.

Reasons: To safeguard and mitigate the impacts on visual amenity and landscape character.

Landscape Maintenance Plan

(15) Within 6 months of the date of the implementation of the development a 5-year Maintenance Plan shall be submitted for approval by the Local Planning Authority. The development hereby permitted shall be undertaken in accordance with the approved Maintenance Plan.

Reason: To safeguard and mitigate the impacts on visual amenity and landscape character.

Cultural Heritage

Archaeological Watching Brief

(16) No ground disturbance works shall commence on any Phase until a specification for the locations and methodology of Watching Brief in respect of archaeology has been submitted to and approved in writing by the Local Planning Authority. All subsequent archaeological work shall be completed in accordance with the approved Watching Brief.

Reason: To ensure that features of archaeological or architectural importance are recorded before their destruction.

(17) A detailed report on the archaeological work and findings, as required by condition 15, shall be submitted to and approved in writing by the Local Planning Authority within six months of the completion of the archaeological fieldwork or completion of the development, whichever is the sooner.

Reason: To allow for the recording of any archaeological remains which may be present on site.

Drainage

Surface Water Drainage Scheme

(18) Prior to the commencement of works the applicant will be required to provide outstanding drainage details for the assessment and written approval of the Local Planning Authority, including:

- **Additional supporting details confirming the viability of the drainage network aspects in the Flood Consequences Assessment.**
- **Soakaway design and construction details.**
- **Design and construction details for the proposed extensions to existing culverts required to accommodate the highway works (to be discussed with the Local Lead Flood Authority (LLFA) prior to submission to the Local Planning Authority for their assessment and written approval).**
- **Confirm ground water levels, to inform the final design for the pond construction in Section 2 through further investigation work.**
- **Finalised shapes and depths of each attenuation pond, confirming their position and invert levels of the outfall structure into adjacent watercourses in Section 2 through topographical survey information.**
- **Detail of porosity tests and subsequent additional filter strips dependent on the success of the tests in Section 2.**
- **Design and construction detail for the surface water drainage system serving the new access/parking area for the properties at Bryn Tirion Terrace in Section 4.**
- **Confirm assumptions made as part of the proposed designs in Section 8.**
- **Confirmation of alternative options available should the submitted proposals not be viable.**
- **Assessment of the existing condition of all outfalls and existing drainage apparatus.**

Reason: To ensure that the proposed drainage details are satisfactory.

Additional Highway provisions

Highway signage and road markings

(19) Prior to the completion of the construction works, a scheme detailing the appropriate signage and road markings on the approaches to cycle and pedestrian crossing points shall be submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be undertaken in accordance with the scheme for signage and road markings approved by the Local Planning Authority under this condition.

Reason: In the interests of highway safety.

Construction Traffic Management Plans

(20) The developer will be required to submit a full comprehensive and robust Construction Traffic Management Plan (CTMP) for each phase/section for approval before any works commence which detail the following:-

- i. Temporary Traffic Management (TTM) procedures;**
- ii. details of the construction traffic and Heavy Goods' Vehicle route;**
- iii. working hours and delivery windows;**
- iv. the appointment of a Traffic Safety Control Officer**
- v. The parking of vehicles for site operatives and visitors**
- vi. The loading and unloading of plant and materials**
- vii. Storage of plant and materials used for the work**
- viii. Wheel washing facilities**
- ix. Hours and days of operation and the management and operation of construction and delivery vehicles**
- x. The timings of construction traffic movements along the A5025**

Reason: In the interest of highway safety

Traffic Management Plan

(21) Prior to the commencement of any works, the developer shall submit for approval a Traffic Management Plan for both the construction and operational phase of the temporary construction compound. The plan(s) shall identify suitable safety measures required to mitigate the increased volume of HGV traffic.

Reason: In the interest of highway safety

Bilingual highway signage

(22) All temporary construction signage and permanent highway signage installed as part of the development shall be provided in Welsh and English.

Reason: For the avoidance of doubt

No access to Valley Cemetery

(23) The appointed contractor will not be permitted to use or obstruct the vehicular access to Valley Cemetery at any stage during the construction process, or use any facilities within the cemetery including the water supply.

Reason: In the interests of the amenity of Valley Cemetery and highway safety.

Contaminated Land

Contaminated Land Verification Report

(24) Following completion of the A5025 On-line Highway Improvements a Contaminated Land Verification Report shall be submitted to and agreed in writing with the Local Planning Authority.

Reason: In the interest of Public Protection and to ensure protection of identified sensitive environmental receptors.

Local Employment, Skills and Supply Chain opportunities:

Employment, Skills and Supply Chain Plan

(25) No later than 6 months prior to the commencement of development an Employment, Skills and Supply Chain Plan' shall be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the Local Employment Scheme approved under the provisions of this condition.

Reason: To ensure that the development secures local economic benefits

Informatives

1. All tree works required in connection with this planning permission shall be undertaken in accordance with "BS 3998:2010 Tree Work - Recommendations" (December 2010). All works undertaken shall where required have a licence issued by the relevant licensing body pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2010 (as amended) (or any Regulations revoking or re-enacting these Regulations) authorising the specified activity/development to go ahead.

2. Adoption of the Section 61 Prior Consent agreements made under the Control of Pollution Act 1974 application process between the developer and IACC, must afford protection and mitigation for residents

and communities bordering the site boundaries. The appointed contractor will be responsible for the preparation and submission of Section 61 Prior Consent application(s) to the IACC for approval.

3. The appointed contractor shall introduce any Temporary Traffic Regulation Orders (TTRO) during construction as necessary, in liaison with IACC (and submit the relevant applications to IACC for approval). The TTROs would cease upon the highway becoming fully operational.

4. The Highways Authority will be utilising Section 59 of the Highways Act 1980 "Recovery of expenses due to extraordinary traffic", to recover compensation for any damage done to the public highway as a consequence of these works.

5. The applicant is advised to apply in writing to the Head of Service for Highways, Waste and Property, Isle of Anglesey County Council, for the necessary consent to temporarily store material on the public highway, as required under Section 171 of the Highways Act 1980.

6. The applicant shall be advised to apply in writing to the Head of Service for Highways, Waste and Property for the necessary consent, as required under Section 278 of the Highways Act 1980 to carry out work within the highway. As part of the Section 278 the following information will need to be agreed (but not limited to) prior to commencement of works;

- The resurfacing specification
- The surface dressing specification
- The extent of preparatory pre-surface dressing carriageway patching

7. A joint inspection of all laybays will be required between the IACC and the developer to determine suitability of the existing road surface and agree the extent and specification of resurfacing works required.

8. There are public footpaths and cycle paths that cross the application site. Any diversion, stopping up or amendment would require permission under separate legislation or other provisions and is not granted by this planning permission.

9. This decision notice relates solely to the Town and Country Planning Act 1990 (as amended) and does not purport to grant any approval, which may be required under separate European or UK legislation in relation to protected species. Under the Wildlife & Countryside Act 1981 (as amended) and the Conservation (Natural Habitats &c) Regulations 1994 all nesting birds are protected and the act prohibits disturbance to the birds while they are nesting during the breeding season 1 March - 30 September.

10. This decision notice relates solely to the Town and Country Planning Act 1990 (as amended) and does not purport to grant any approval, which may be required under separate European or UK legislation in relation to protected species. Under the Wildlife & Countryside Act 1981 (as amended) and the Conservation (Natural Habitats &c) Regulations 1994, it is an offence to disturb a bat in its place of shelter, to kill or injure a bat or to damage, destroy or prevent access to its roosting site, whether or not the roost is occupied at the time. If evidence of use by bats is found a licence may be required from the relevant regulatory authority.

11. Wales & West Utilities (WWU) has confirmed that there is an intermediate / high pressure gas main (1050mm diameter), reference HN052 / 01050 (R0390), in proximity to the proposed A5025 On-line Highway Improvements at Valley. WWU has advised that no excavations are to take place above or within 10m of the confirmed position of these mains without prior consultation with WWU. WWU has advised that the contractor would require risk assessment approval before any works commence over the pipeline and a plant protection officer on site at all times whilst working near the pipe, adhering to WWU's specification WW/SP/SSW/22: Safe Working in the Vicinity of Pipelines and Association Installations Operating Above 2 Barg - For Third Parties, June 2013.

12. Safe digging practices, in accordance with HS(G)47 must be used to verify and establish the presence of mains, pipes, services and other apparatus on site before a mechanical plant is used.

13. Any culvert piping of any land drainage ditch or watercourse will require the approval of the Lead Local Flood Authority under section 23 of the Land Drainage Act 1991.

14. Where the proposed drainage systems involve the installation of new outfall structures, diversions or culvert extensions to an ordinary watercourse, consent for these works will be required from the Lead Local Flood Authority, under Section 23 of the Land Drainage Act 1991.

15. Should any amendments be required to the existing outfall structure into the main river in Section 4, the application may require consent for the works from Natural Resources Wales.

16. Surface water run-off from the roadway should be managed to the equivalent greenfield rate, with sufficient on-site attenuation being provided to comply with the requirements of TAN15 at Section 4 serving the residential properties at Bryn Tirion Terrace.

17. The proposed development site is crossed by 150mm and 70mm foul rising mains, together with 150mm and 375mm gravity sewers (approximate position marked on Statutory Public Sewer Record). Under Section 159 of the Water Industry Act 1991, Dwr Cymru Welsh Water has rights of access to its apparatus at all times, and as such would require an easement of 3m either side of the centreline of these pipes. Should the proposed development be located within the protection zones of the sewer crossings, there would be a requirement to divert the public sewers, which can be applied for under Section 185 of the Water Industry Act 1991.

18. The applicant is also advised that some public sewers and lateral drains may not be recorded on Dwr Cymru Welsh Water maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

19. The proposed development is crossed by a trunk and/or distribution watermain (DCWW has provided a list and location plan). Dwr Cymru Welsh Water as Statutory Undertaker has statutory powers to access their apparatus at all times. It may be possible for watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must adhere to DCCW's Conditions for Development near Watermain(s) and consult DCWW before any development commences on site.

20. The construction works will be carried out in accordance with the procedures and specifications required by Dwr Cymru Welsh Water, as follows:

- No structure to be sited within a minimum distance of 3m from centre line of Distribution Watermain and 6m from centre line of Trunk Watermain.
- Adequate precautions are to be taken to ensure the protection of the water main during the course of site development.
- If heavy earthmoving machinery is to be employed, then the routes to be used in moving plant around the site should be clearly indicated. Suitable ramps or other protection will need to be provided to protect the water main from heavy plant.
- The water main is to be kept free from all temporary buildings, building material and spoil heaps etc.
- The existing ground cover on the water main should not be increased or decreased.
- All chambers, covers, marker posts etc. are to be preserved in their present position.
- Access to DCWW's apparatus must be maintained at all times for inspection and maintenance purposes and must not be restricted in any way as a result of the development.

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.

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.

ATODIAD A: HANES CYNLLUNIO / APPENDIX A: PLANNING HISTORY

Rhif /No	Cyfeirnod y Cais / Application Ref	Cynnig / Proposal	Lleoliad / Location	Dilyswyd / Validated	Penderfyniad / Determination
1	27C112/LB	Caniatad Adeilad Rhestredig ar gyfer gosod system gwres canolog yn / Listed Building Consent for the installation of a central heating system at	Bryn Glas, Llanfachraeth	20170727	Wedi'i ganiatau gydag amodau / Granted with conditions 07/11/17
2	27C104C	Cais llawn ar gyfer gosod 2 paced trin carthffosiaeth yn / Full application for the installation of 2 package treatment plants at	Bytheicws, Llanfachraeth	20170620	Wedi'i ganiatau gydag amodau / Granted with conditions 15/08/17
3	38C310D/CONS	Ymgynghoriad mwynau a gwastraff yn ymwneud gyda datblygiadau cysylltiedig oddi ar y safle mewn perthynas a'r bwriad / Minerals and waste consultation in respect of the off-site associated developments in respect of	Wylfa Newydd, Cemaes	20160426	Ddim yn y system / Not in system
4	38C310D/CONS	Ymgynghoriad mwynau a gwastraff yn ymwneud gyda datblygiadau cysylltiedig oddi ar y safle mewn perthynas a'r bwriad / Minerals and waste consultation in respect of the off-site associated developments in respect of	Wylfa Newydd, Cemaes	20160426	Ddim yn y system / Not in system
5	18C114	Cais llawn ar gyfer codi anecs yn/Full application for an erection of an annexe	Tyn yr Odyn Llanfechell LL68 0SW	20180213	Ddim yn y system / Not in system
6	29C143	Cais llawn ar gyfer newid yr adeilad allanol presennol i 3 annedd ynghyd a gosod system trin	Bytheicws, Llanfachraeth	20140903	Dim dyddiad yn y system / No date in system

		carthffosiaeth yn / Full application for the conversion of the outbuilding into 3 dwellings together with the installation of a sewerage treatment plant at			
7	27C104	Cais llawn ar gyfer newid yr adeilad allanol presennol i 3 annedd ynghyd a gosod system trin carthffosiaeth yn / Full application for the conversion of the outbuilding into 3 dwellings together with the installation of a sewerage treatment plant at	Bytheicws, Llanfachraeth	20140903	Wedi'i ganiatau gydag amodau / Granted with conditions 19/03/2015
8	27C104A	Cais llawn ar gyfer dymchwel yr estyniad presennol ynghyd ag addasu ac ehangu i greu fflat nain hunan-gynhaliol yn / Full application for the demolition of the existing extension together with alterations and extensions to create a self-contained granny flat at	Bytheicws, Llanfachraeth	27C104A	Wedi'i ganiatau gydag amodau / Granted with conditions 21/11/2014
9	20C300A	Cais i bennu a oes angen caniatad blaenorol ar gyfer dymchwel yr adeiladau allanol presennol yn / Application to determine whether prior approval is required for the demolition of existing outbuildings at	Ty Baner, Tregede	20140903	Datblygiad a ganiateir / Permitted development 18/09/2014
10	27C106/FR	Cais llawn ar gyfer gwaith archwilio'r ddaear fel y gellir gwneud gwelliannau i'r briffordd (A5025) mewn pedwar o leoliadau gwahanol: /	Cyffordd / Junction 3 A55 Y Fali / Valley, Llanfachraeth, Llanfaethlu a/and Cefn Coch	20150612	Wedi'i ganiatau gydag amodau / Granted with conditions 18/09/2015

		Full application for proposed ground investigation works for highway improvements (A5025) at four separate locations:			
11	27C106C/CONS	Ymgynghoriad cyhoeddus yng nghyswllt y gwelliannau arfaethedig i'r briffordd ar yr / Public consultation in respect of the proposed highway improvement on	A5025 Y Fali / Valley i / to Wylfa, Cemaes	20160516	Cyhoeddwyd ymateb / Response issued 26/05/2016
12	27C106D/SCR	Barn sgrinio am Welliannau Priffyrdd A5025 Ar-lein rhwng Y Fali a Cemaes /Screening opinion for A5025 On-line Highways Improvements between Valley and Cemaes	Ynys Mon / Anglesey	20160830	Dim angen Asesiad o'r Effaith Amgylcheddol / EIA not required 07/10/2016
13	20C94E/VAR	Cais o dan Adran 73 i dynnu amodau (07), (08) a (09) (Cod Cartrefi Cynaliadwy), ynghyd a newid amod (01) (amser cychwyn y datblygiad) i adael 3 mlynedd ychwanegol o caniatad cynllunio rhif 20C94D (addasu ag ehangu siop ynghyd a codi dau fflat) yn / Application under Section 37 to remove conditions (07), (08) and (09) (Sustainable Homes Code), and amend condition (01) (development start time) to allow an additional 3 years for planning permission 20C94D (adapt and extend shop and build 2 flats) in	Gorsaf Gwasanaetha u/Service Station, Tregele, Cemaes	20170118	Wedi'i ganiatau gydag amodau / Granted with conditions 10/03/2017
14	29LPA1008D/DIS /CC	Cais i ryddhau amod (05) (cynllun i	Ysgol Rhyd y Llan, Llanfaethlu,	20160706	Rhyddhau'r amod /

		weithredu a darparu trefn cyfyngu dwr) o ganiatad cynllunio 29LPA1008A/CC / Application to discharge condition (05) (provision and implementation of surface water limitations) from planning permission 29LPA1008A/CC	Caergybi, LL65 4PQ		Condition discharged
15	29LPA1008B/CC/DIS	Cais i ryddhau amodau (02) (03) (04) (dwr wyneb, dwr budr a dwr draenio), (05) (cynllun i ddarparu a gweithredu trefn cyfyngu dwr wyneb), (06) (Cynllun Rheoli Traffig), (07) (manyllion am ddyluniad ac adeiladwaith troedffrydd cyhoeddus), (08) (cynllun ti / Application to discharge conditions (02) (03) (04) (surface water, foul water and drainage water), (05) (scheme to provide and implement a surface water limitation scheme), (06) (Traffic Management Scheme), (07) (design and construction details of public footways), (08) (landscaping scheme	Rhos Ty Mawr, Llanfaethlu	20160210	Rhyddhau'r amod / Condition discharged
16	29LPA1008C/CC/MIN	Man newidiadau i gynllun sydd wedi ei ganiatau yn flaenorol o dan caniatad cynllunio 29LPA1008A\CC er mwyn lleihau maint yr adeilad ar dir ger / Minor amendments to scheme previously	Rhos Ty Mawr, Llanfaethlu	20160215	Wedi'i ganiatau / Granted 14/03/2016

		approved under planning permission 29LPA1008A\CC as to decrease the sc			
17	29C12H	Cais llawn ar gyfer codi cytiau ci ar dir yn / Full application for the erection of standalone kennels on land at.	Bodowen, Lon Las, Llanrhuuddlad	20160621	Wedi'i ganiatau gydag amodau / Granted with conditions 15/12/2016
18	29LPA1008E/DIS/CC	Cais i ryddhau amod (10) (goleuni allanol) o ganiatad cynllunio 29LPA1008A/CC yn / Application to discharge condition (10) (external lighting) of planning permission 29LPA1008A/CC at	Ysgol Rhyd y Llan, Llanfaethlu	20161109	Ddim ar ffeil / Not on file
19	29LPA1008F/CC/VAR	Cais o dan Adran 73 i ddiwygio amod (10) o ganiatad cynllunio rhif 29LPA1008A/CC (codi ysgol gynradd newydd) er mwyn caniatâu rhywfaint o oleuni i lifo o'r safle dros y ffiniau yn / Application under Section 73 for the variation of condition (10) of plan	Ysgol Rhyd y Llan, Llanfaethlu	20170111	Wedi'i ganiatau gydag amodau / Granted with conditions 03/03/2017
20	29LPA1008G/CC/SCR	Barn sgrinio ar gyfer yr ysgol gynradd a gafodd ei gymeradwyo o dan rhif cais 29LPA1008A/CC gyda newidiadau i amod (10) (goleini) yn / Screening opinion for the erection of a primary school approved under planning application 29LPA1008A/CC with amendmen	Ysgol Rhyd y Llan, Llanfaethlu	20170111	Dim angen Asesiad o'r Effaith Amgylcheddol / EIA not required 30/01/2017
21	20C257A	Cais llawn ar gyfer codi annedd ar dir yn / Full application for the erection of a dwelling on land at	Plot wrth / Plot Adjacent to Ty Baner Tregle	20170220	Wedi'i ganiatau gydag amodau / Granted with conditions 05/04/2017
22	38C310C/CONS	Ymgynghoriad cyhoeddus yng nghyswllt cynigion	Prosiect Wylfa Newydd Project, Cemaes	20160516	Cyhoeddwyd ymateb / Response

		paratoi a chlirio'r safle i'r / Public consultation or site preparation and clearance proposals for			issued 26/05/2016
23	38C310A/SCO	Barn sgopio ar gyfer cynigion paratoi a chlirio'r safle i'r / Scoping opinion for site preparation and clearance proposals for	Prosiect Wylfa Newydd Project, Cemaes	20160209	Wedi darparu SO / SO provided 27/04/2016
24	29LPA1008/CC/S CR	Barn sgrinio ar gyfer codi ysgol gynradd newydd ar dir gyferbyn a / Screening opinion for the erection of a new primary school on land opposite	Rhos Ty Mawr, Llanfaethlu	20141205	Ddim ar ffeil / Not on file
25	38C310F/EIA/EC ON	Gwaith paratoi a chlirio'r safle ar gyfer datblygu gorsaf bwer Wylfa Newydd, yn cynnwys y gweithgareddau canlynol: clirio'r safle (gan gynnwys clirio a rheoli llystyfiant, tynnu ffensys, waliau, giatau, ffiniau caeau, strwythurau presennol (gan gynnwys / Site clearance and preparation work to develop the Wylfa Newydd power station, including the following activities: site clearance (including clearing and managing vegetation, removal of fences, walls, gates, field boundaries, existing structures (including	Wylfa Newydd, Cemaes	20171116	Penderfyniad heb ei gyhoeddi eto / Determination not yet issued
26	29EL1529/E	Cais o dan Adran 37 o'r Ddeddf Trydan 1989 i uwchraddio'r linell 11Kv uwchben i un tair gwifren ynghyd a chodi polyn pren yn	Ysgol Rhyd Y Llan, Llanfaethlu	20170511	Wedi'i ganiatau / Granted

		/ Application under Section 37 of the Electricity Act 1989 to upgrade the existing 11Kv overhead line to a three phase and the			
27	27C106B/DIS	Cais i ryddhau amodau (03) cynllun tynnu gwaith a strwythurau atodol, (04) datganiadau dull a chynlluniau rheoli amgylcheddol, (05) archeolegydd a (07) lliniaru hanesyddol o ganiatad cynllunio 27C106/FR mewn lleoliadau gwahanol yn / Application to discharge conditions (03) removal schedule for ancillary works and structures, (04) method statements and environmental management plans, (05) archaeologist and (07) historic mitigation from planning permission 27C106/FR at several locations at	Y Fali / Valley, Llanfachraeth, Llanfaethlu & Cefn Coch	20151030	Wedi rhyddhau'r amodau / Conditions discharged 23/12/2015
28	49C324	Cais llawn i newid defnydd o cae amaethyddol i maes parcio preifat ynghyd a gwella mynedfa bresennol ar dir gyferbyn a / Full application for the change of use of an agricultural field into a private car park together with the improvement to the existin	Preswylfa, Y Fali / Valley		Wedi'i dynnu'n ol / Withdrawn
29	49C91D/ENF	Cais ol-weithredol ar gyfer addasu ag ehangu ynghyd a chadw pwll/ Retrospective application for alterations and extensions together with retention of a	Ty Gwyn Barns Llanynghenedl Y Fali / Valley	20170220	Wedi'i ganiatau gydag amodau / Granted with conditions 13/04/2017

		pond			
30	27C106A/SCO	Barn sgopio ar gyfer gwelliannau ar hyd y briffordd A5025 rhwng Y Fali a Cemaes / Scoping Opinion for highway improvements along the A5025 between Valley and Cemaes	Ynys Mon\Anglesey	20150703	Wedi darparu SO / SO provided
31	49C2E/FR	Cais llawn ar gyfer codi modurdy 3 bae ar dir yn / Full application for the erection of a 3 bay garage on land at	Preswylfa, Y Fali / Valley	20140728	Ddim ar ffeil / Not on file
32	49C2E	Cais llawn ar gyfer codi modurdy 3 bae ar dir yn / Full application for the erection of a 3 bay garage on land at	Preswylfa, Y Fali / Valley	20140728	Wedi'i ganiatau gydag amodau / Granted with conditions 17/11/2014
33	29C135A/VAR	Cais o dan Adran 73 i diwygio amod (01) (terfyn 5 mlynedd) o caniatad cynllunio rhif 29C135 (addasu ag ehangu) er mwyn ychwanegu terfyn 5 mlynedd arall yn / Application under Section 73 for the variation of condition (01) (5 year limit) from planning permission number 29C135 (alterations and extensions) so as to allow a further 5 year limit at	Tyn Cae, Llanfaethlu	20150224	Wedi'i ganiatau gydag amodau / Granted with conditions 21/04/2015
34	29LPA1008A/CC	Cais llawn i godi ysgol gynradd newydd ynghyd a chreu llwybr cerdded newydd wrth Stad Bryn Llwyd a chreu mynedfa newydd i gerbydau i'r A5025 ar dir gyferbyn a / Full application for the erection of a new primary school together with the creation of a new	Rhos Ty Mawr, Llanfaethlu	20150901	Wedi'i ganiatau gydag amodau / Granted with conditions 19/10/2015

		entrance for vehicles to the A5025 on land opposite			
35	27C106E/FR/EC ON	Cais llawn i wella'r briffordd gyfredol (yr A5025) rhwng y gyffordd ar yr A5 i'r dwyrain o'r Fali at gyffordd y lon i'r Orsaf Bwer arfaethedig mewn wyth o leoliadau gwahanol ynghyd ag ailadeiladu a lledu mewn manau y pafin cyfredol a gorffenwaith y lon / Full application for improvements to the existing highway (A5025) between A5 East of Valley Junction to the proposed Power Station Access Road Junction at eight separate locations together with reconstruction and localised widening of existing pavement and surface dressing	A5025 rhwng Cyffordd Dwyrain y Fali'r A5 a'r Orsaf Bwer Cemaes / A5025 between A5 East of Valley Junction to Power Station Cemaes	20171207	Y CAIS DAN SYLW / APPLICATION IN QUESTION
36	49C105A	Cais llawn ar gyfer addasu ac ehangu yn / Full application for alterations and extensions at	Glyn Villa, Y Fali / Valley	20160902	Wedi'i ganiatau gydag amodau / Granted with conditions 14/10/2016
37	49C109D/DEL	Cais o dan Adran 73 i dynnu amodau (Cod Cartrefi Cynaliadwy), ynghyd a ddiwygio amodau (06) (manylion llawn y ffiniau), (07) (manylion y deunyddiau gorffen allanol) a (08) (manylion y system draenio) er mwyn cyflwyno gwybodaeth ar ol i ddatblygiad gychwyn / Application under Section 73 to discharge conditions (Sustainable Homes Code), and amend conditions (06) (full details of boundaries),	Abernant, Llanynghenedl	20150910	Wedi'i ganiatau gydag amodau / Granted with conditions 04/01/2016

		(07) (details of external finishing materials) and (08) (drainage system details) to present information after the development begins			
38	49C336	Cais llawn i addasu ac ehangu er mwyn creu swyddfydd ychwanegol, ystafell aros ac estyniad i'r gweithdy i'r capel gorffwys yn / Full application for alterations and extensions so as to provide additional offices, waiting room and extension to the works	Preswylfa, Y Fali/Valley	20170612	Wedi'i ganiatau gydag amodau / Granted with conditions 19/09/2017
39	27C111	Cais llawn i godi modurdy preifat gyda stordy uwch ben yn / Full application for the erection of a private garage with storage area above at	Cartref, Llanfachraeth	20170609	Wedi'i ganiatau gydag amodau / Granted with conditions 27/07/2017
40	27C107	Cais amlinellol ar gyfer codi annedd gyda'r holl faterion wedi'u cadw'n ol ar dir ger / Outline application for the erection of a dwelling with all matters reserved on land adjacent to	Penrhos Newydd, Llanfachraeth	20150619	Gwrthodwyd / Refused 14/08/2015
41	27C108	Cais llawn i addasu ag ehangu mynedfa gerbydau presennol yn / Full application to alter and extend the existing vehicular access at	Ty Newydd, Llanfachraeth	20150910	Wedi'i ganiatau gydag amodau / Granted with conditions 30/10/2015
42	19C1195/RE/SC O	Barn sgopio ar gyfer y datblygiad cysylltiedig ar y glannau a'r lleoliad tirlenwi ceblau sy'n gysylltiedig a datblygiad arfaethedig Parth Datblygu Llanwol Morlais oddi ar arfordir Caergybi ar rhannau o / Scoping	Caergybi a'r Fali / Holyhead and Valley	20170110	Wedi darparu SO / SO provided

		opinion for the on-shore associated development and cable landfill location in association with the development of the proposed Morlais Tidal Development Zone off the coast of Holyhead on parts of			
43	18C4H	Trosi beudai yn 2 uned gwyliau ac estyniad / Conversion of outbuilding into 2 holiday units and extension	Awelfryn, Allt Cichle, Llandegfan, Porthaethwy / Menai Bridge	20110412	Wedi'i ganiatau gydag amodau / Granted with conditions 09/01/2013
44	49C309	Dymchwel, codi cyntedd yn / Demolition, erection of porch at	1 tai Cyngor, Llanynghenedl	20130121	Wedi'i ganiatau gydag amodau / Granted with conditions 27/02/2013
45	27C23B	Dechrau deunydd arfaethedig LUC / LUC proposed material start 27C23A	Ysgol Gynradd, Llanfachraeth	20130207	Ardystiwyd yn gyfreithiol / Certified lawful 24/09/2013
46	20C265	Gwaith ymchwiliadau tir a chompownd / Ground investigation works and compound	Gorsaf Bwer Wylfa Power Station, Cemaes	20101015	Wedi'i ganiatau gydag amodau / Granted with conditions 01/12/2010
47	38C80D	Adnewyddu 38C80C / Renewal of 38C80C	Wedi'i dynnu'n ol / Withdrawn	20100521	Wedi'i dynnu'n ol / Withdrawn
48	38C80E	Amrywio amod 2 o 38C80C i gad gwaith fel yr oedd wedi'i adeiladu yn / variation of condition 2 of 38C80C to retain works as built at	Groes Fechan, Tregele	20100526	Wedi'i ganiatau gydag amodau / Granted with conditions 14/02/2011
49	20C300	Hysbysiad dymchwel / Demolition notice	Ty Banner, Tregele	20140324	Dim angen cymeradwyaeth ymlaen llaw / Prior approval not required.
50	20C94D	Addasu ac ymestyn a chodi 2 fflat ar y llawr cyntaf yn / alts & exts & erection 2 apartments at first floor at	Gorsaf Betrol Tregele Service Station, Tregele	20110801	Wedi'i ganiatau gydag amodau / Granted with conditions 20/01/2012
51	20C267	Addasu ac ymestyn ynghyd a chodi garej yn / Alt & ext together with erection of garage	Glan Rhyd, Llanfechell	20101208	Wedi'i ganiatau gydag amodau / Granted with conditions

		at			02/03/2011
52	29C135	Addasu ac ymestyn gan gynnwys yr addasiadau i greu llety llawr cyntaf gyda theras to yn / Alterations and extensions including the alterations to create first floor accommodation with roof terrace at	Tyn Cae, Llanfaethlu	20110412	Wedi'i ganiatau gydag amodau / Granted with conditions 12/07/2010
53	29C12G	Dymchwel y sied 'lean to' a'r ystafell haul presennol a chodi sied 'lean to' newydd ynghyd a chodi sied domestig yn / Demolition of the existing lean to shed and conservatory and erection of new lean to shed together with domestic shed at	Bodowen Farm, Llanfaethlu	20110412	Wedi'i ganiatau gydag amodau / Granted with conditions 25/10/2010
54	29C115D & 29C115E/LB	COU adeilad i greu rhan o'r Black Lion yn / COU of building to form part of Black Lion at	Siop Soar, Llanfaethlu	20130307	Wedi'i ganiatau gydag amodau / Granted with conditions 19/07/2013
55	49C308	Cadw COU mewn annedd yn / Retention COU into dwelling at	Capel Hermon, Llanynghenedl	20120810	Wedi'i ganiatau gydag amodau / Granted with conditions 04/12/2012
56	49C91B	Addasiadau yn / Alterations at	Ty Gwyn, Llanynghenedl	20110915	Wedi'i ganiatau gydag amodau / Granted with conditions 08/12/2011
57	29C41F	Trosi i annedd yn / Conversion into dwelling at	Bryn Maethlu	20120516	Wedi'i ganiatau gydag amodau / Granted with conditions 09/07/2012
58	49C301	Amlinellol - tir annedd wrth ymyl / Outline - dwelling land adj to	Bryncoed, Llanynghenedl	20100507	Amser wedi do di ben / Lapsed
59	49C109C	Cais llawn ar gyfer codi annedd a garej a thanc septig yn / Full application for the erection of a dwelling and garage	Lon Deg, Llanynghenedl	20130712	Wedi'i ganiatau gydag amodau / Granted with conditions 08/10/2013

		together with septic tank at			
60	27C54D	Cynllunio llawn ar gyfer 19 carafan statig, gwaith cloddio, plannu coed a phlanhigion a newid defnydd ty allanol yn annedd i'w osod yn / Full planning for 19 static caravans, earth works, tree and hedge planting and change of use of outbuilding to dwelling for let at	Parc Carafanau Dronwy Caravan Park, Llanfachraeth	20110412	Wedi'i ganiatau gydag amodau / Granted with conditions 08/04/2010
61	27C54E/LB	Cydsyniad adeilad rhestredig ar gyfer newid defnydd ty allanol yn anheddau i'w gosod yn / Listed building consent for the change of use of outbuilding to dwellings for let at	Parc Carafanau Dronwy Caravan Park, Llanfachraeth	20110412	Wedi'i ganiatau gydag amodau / Granted with conditions 09/05/2011
62	49C297/AD	Cadw 2 arwydd yn / Retention of 2 signs at	Gorsaf Gwalia Station, Valley	20110406	Wedi'i ganiatau gydag amodau / Granted with conditions 27/05/2010
63	20C235A	Cais llawn ar gyfer codi annedd un llawr ar dir wrth ymyl / Full application for the erection of a single storey dwelling on land adjacent to	Gorsaf Betrol / Service Station, Tregele	20080613	Wedi'i ganiatau gydag amodau / Granted with conditions 29/07/2008
64	20C94C	Cais amlinellol ar gyfer dymchwel y garej presennol ynghyd a chodi dau annedd yn / Outline application for the demolition of the existing garage together with erection of two dwellings at	Gorsaf Betrol / Petrol Station, Tregele	20070614	Wedi'i ganiatau gydag amodau / Granted with conditions 10/01/2008
65	20c257	Codi annedd ar blot wrth ymyl / Erection of a dwelling on plot adj	Ty Baner, Tregele	20090515	Wedi'i ganiatau gydag amodau / Granted with conditions 15/06/2009
66	20C235	Cais llawn i godi annedd a garej, ynghyd a thanc	Ty Baner, Tregele	20060818	Wedi'i ganiatau gydag amodau / Granted with

		septig ar dir wrth ymyl / Full application for erection of dwelling and garage, together with septic tank on land adjacent to			conditions 09/10/2006
67	49C91A	Trosi tai allanol / Conversion of outbuildings	Ty Gwyn, Llanynghenedl	20060208	Wedi'i ganiatau gydag amodau / Granted with conditions 01/02/2007
68	49C283	Addasu ac ymestyn yn / Alterations and extensions at	Tegfa, Llanynghenedl	20070914	Wedi'i ganiatau / Granted 24/10/2007
69	27C94	Addasu ac ymestyn yn / Alterations and extensions at	Madryn, 7 Glanllyn, Llanfachraeth	20090112	Wedi'i ganiatau gydag amodau / Granted with conditions 16/12/2009
70	27C82	Ystafell haul yn / Conservatory at	1 Bont Llwyd, Llanfachraeth	20050112	Wedi'i ganiatau gydag amodau / Granted with conditions 09/02/2005
71	18C4B	Addasu'r fynedfa bresennol, tanc LPG newydd a thriniaeth yn / Alterations to the existing access, new LPG tank and treatment at	Tyddyn Waen, Llanrhuddlad	20060512	Wedi'i ganiatau gydag amodau / Granted with conditions 27/06/2006
72	18C4D/LB	Cydsyniad Adeilad Rhestredig ar gyfer symud lleoli porth, adeiladu / Listed Building Consent for re siting of gateway, construct	Tyddyn Waen, Llanrhuddlad	20060517	Ddim ar ffeil / Not on file
73	18C4E	Codi cyntedd i'r blaen, gan godi estyniad deulawr yn / Erection of a porch to the front, together with erection of two storey extension at	Tyddyn Waen, Llanrhuddlad	20070125	Wedi'i gymeradwyo gydag amodau / Approved with conditions
74	18C4F/LB	Cydsyniad Adeilad Rhestredig ar gyfer codi cyntedd i'r blaen, codi estyniad deulawr ac addasiadau mewnol yn / Listed Building Consent for the erection of a porch to front,	Tyddyn Waen, Llanrhuddlad	20070125	Wedi'i ganiatau gydag amodau / Granted with conditions 12/10/2007

		erection of a two storey extension together with internal alteration at			
75	18C29H	Cais amlinellol i godi byngalo ar dir wrth ymyl / Outline application for the erection of a bungalow on land adjacent to	Ysgoldy Pedair, Llanrhyddlad	20060817	Wedi'i ganiatau gydag amodau / Granted with conditions 15/12/2006
76	18C29J	Cais amlinellol ar gyfer codi dau annedd ar dir yn / Outline application for the erection of two dwellings on land at	Ysgoldy Pedair, Llanrhyddlad	20071116	Wedi'i ganiatau gydag amodau / Granted with conditions 07/01/2008
77	18C29K/DA	Cynlluniau manwl ar gyfer codi dau annedd deulawr ar dir yn / Detailed plans for the erection of two, 2 storey dwellings on land at	Ysgoldy Pedair, Llanrhuddlad	20080128	Wedi'i ganiatau gydag amodau / Granted with conditions 28/02/2008
78	49C159B	Addasu ac Ymestyn / Alt and Ext	1 & 2 Tyddyn Y Gof, Llanynghenedl		Ddim ar ffeil / Not on file
79	49C159B	CODI YSTAFELL HAUL YN / ERECTION OF A CONSERVATORY AT	1 & 2 Tyddyn Y Gof, Llanynghenedl	20050725	Wedi'i ganiatau gydag amodau / Granted with conditions 14/09/2005
80	49C196A	ADDASU AC ESTYNIAD DORMER YN / ALT AND DORMER EXT AT	Hen Gyfnewidfa Ffon / Old Telephone Exchange, Llanynghenedl	20050210	Ddim ar ffeil / Not on file
81	49C9W/AD	Codi 2 arwydd panel wedi'u goleuo yn / Erection of 2 illuminated panel signs at:	Ty Hapus, Y Sgwar, Croesfordd y Fali / The Square, Valley Crossroads	20051024	Wedi'i ganiatau gydag amodau / Granted with conditions 25/11/2005
82	27C71C	Cais amlinellol ar gyfer codi annedd ar dir yn / Outline application for the erection of a dwelling on land at	Penrhos Newydd, Llanfachraeth	20070814	Wedi'i ganiatau gydag amodau / Granted with conditions 07/04/2008
83	27C23A	Codi 5 annedd ynghyd ag addasu'r fynedfa i gerbydau ar dir wrth ymyl / Erection of 5 dwellings together with alterations to the existing vehicular access on land adjacent	Ysgol Gynradd Llanfachraeth Primary School	20050808	Wedi'i ganiatau gydag amodau / Granted with conditions 05/02/2008

		to			
84	27C84	Amlinelliad ar gyfer annedd newydd a thanc septig ar ran o gae yn / Outline for new dwelling and septic tank on part of field at	Tremoelgoch, Llanfachraeth	20050517	Gwrthodwyd / Refused
85	49C272	Addasu ac ymestyn / alt & ext	Hafan, Llanynghenedl	20060508	Wedi'i ganiatau gydag amodau / Granted with conditions 19/06/2006
86	49C267	Caniatad llawn i godi byngalo dormer ynghyd ag adeiladu mynedfa newydd i gerbydau a gosod tanc septig newydd yn / F/P for the erection of a dormer bungalow together with the construction of a new vehicular access and installation of a new septic tank at	Tir wrth / Land adj, Tegfan, Llanynghenedl	20050729	Wedi'i ganiatau gydag amodau / Granted with conditions 21/09/2005
87	29C12F	Addasu ac ymestyn yn / alt & ext at	Bodowen farm, Llanfaethlu	20090528	Wedi'i ganiatau gydag amodau / Granted with conditions 20/07/2009
88	29C115	Newid defnydd tafarn yn ddwy uned breswyl / Change of use of public house into two residential units	Black Lion, Llanfaethlu	20050718	Gwrthodwyd / Refused
89	29C115A/LB	Cais am gydsyniad adeilad rhestredig ar gyfer y newid defnydd / Application for listed building consent for the change of use	Black Lion, Llanfaethlu	20050914	Gwrthodwyd / Refused
90	27C106E/FR/ECON	(Full application for improvements to the existing highway (A5025) between A5 East of Valley Junction to the proposed Power Station Access Road Junction at eight separate locations together with reconstruction and localised widening of	Valley to Cemaes	20171207	Wedi'i ganiatau gydag amodau / Granted with conditions 13/07/2018

		existing pavement and surface dressing, temporary construction compound including temporary pavement recycling facility, creation of 2 attenuation ponds and maintenance access, creation/temporary diversion of cycle routes, creation of alternative parking facilities to mitigate loss of lay by together with other associated works including drainage, boundary treatments, planting, new signage and road markings on the A5025 between Valley and Cemaes			
91	29C115F/LB	Caniatâd Adeilad Rhestredig ar gyfer dymchwel y cyntedd, codi cyntedd newydd ynghyd a gwaith trwsio yn / Listed Building Consent for demolition of the porch, erection of a new porch together with repair works at	Siop Soar, Llanfaethlu	01/08/2018	Caniatáu / Permitted 18/09/2018
92	OP/2018/1	Cais amlinellol ar gyfer codi annedd sydd yn cynnwys manylion llawn am y fynedfa i gerbydau a llunwedd ar dir ger / Outline Application for the erection of a dwelling together with full details of the vehicular access and layout on land adjacent to	Penrhos Newydd, Llanfachraeth	12/02/2019	Caniatáu / Permit 05/09/2019
93	FPL/2019/51	Cais llawn ar gyfer newid defnydd tir yn lle storio agored ar gyfer cerrig sy'n gysylltiedig â'r prif ddefnydd a wneir o'r tir gan yngymerwyr	Preswylfa, Y Fali / Valley	07/03/2019	Caniatáu / Permit 10/06/2019

		angladdau ar dir gyferbyn â / Full application for the change of use of land for open storage of stone material ancillary to the primary use of funeral undertakers on land opposite			
94	DIS/2019/71	Cais i ryddhau amod (04)(Cynllun dirlunio) o ganiatâd cynllunio FPL/2019/51 ar dir gyferbyn a/ Application to discharge condition (04)(Landscaping scheme) of planning permission FPL/2019/51 on land opposite	Preswylfa, Y Fali/Valley	12/07/2019	Amod wedi ei Ryddhau / Condition Discharged 16/08/2019
95	FPL/2019/166	Cais llawn ar gyfer codi sied amaethyddol newydd, creu pwll cribol ynghyd a chreu traciau amaethyddol yn / Full application for the erection of a new agricultural shed, creation of a new slurry pit together with the creation of agricultural tracks at	Ty Hen, Llanynghenedl	24/06/2019	Caniatáu / Permit 15/10/2019
96	DIS/2019/110	Cais i ryddhau amod (03) (Datganiad Dull i ardal rheolaeth planhigol), amod (05)(Datganiad Dull i llygoden y dwr), amod (06)(Mesuriadau osgoad Madfall y Dwr), amod (07)(Asesiad Risg Bioddiogelwch) ac amod (08) (Mynediad/Diogelwch Llwybr Troed) o ganiatâd cynllunio FPL/2019/166 yn /	Ty Hen, Llanynghenedl, Holyhead	22/11/2019	Amod wedi'i Ryddhau yn Rhannol / Condition Partially Discharged 13/12/2019

		Application to discharge condition (03) (Method Statement for Management Planting Areas), condition (05) (Method Statement for Water Voles), condition (06) (Great crested Newt Avoidance Measures), condition (07) (Bio-Security Risk Assessment) and condition (08) (Public footpath Access/Safety detail) of planning application FPL/2019/166 at			
97	FPL/2019/231	Cais llawn ar gyfer codi stabl yn / Full application for the erection of a stable at	Ty Gwyn Barn, Llanynghenedl	16/08/2019	Caniatáu / Permit 11/10/2019
98	LUP/2019/5	Cais am Dystysgrif Datblygiad Cyfreithlon ar gyfer defnydd arfaethedig ar gyfer codi annedd ynghyd a chreu mynedfa newydd i gerbydau ar dir ger / Application for a Lawful Development Certificate for the proposed use for the erection of a dwelling together with the creation of a new vehicular access on land adjacent to	Tegfan, Llanynghenedl	16/01/2019	Caniatáu / Permit 26/03/2019
99	FPL/2019/132	Cais llawn ar gyfer codi annedd ar dir ger / Full application for the erection of a dwelling on land adjacent to	Tegfan, Llanynghenedl	31/05/2019	Tynnwyd yn ôl / Withdrawn
100	FPL/2019/201	Cais llawn ar gyfer codi annedd ar dir ger / Full application for the erection of a dwelling on land	Tegfan, Llanynghenedl	22/07/2019	Caniatáu / Permit 02/10/2019

		adjacent to			
101	FPL/2020/50	Cais Cynllunio Hybrid yn cynnwys cais llawn ar gyfer dymchwel y Garej/Storfa bresennol ynghyd â codi garej/storfa newydd ar gyfer Gwenfa a chaniatâd cynllunio amlinellol ar gyfer codi yn annedd ynghyd â manylion llawn mynedfa i gerbydau yn / Hybrid Planning Application incorporating full application for the demolition of the existing Garage/Store together with erection of new garage/store for Gwenfa and outline planning permission for erection of one dwelling together with full details of vehicular access at	Gwenfa, Llanfachraeth	23/04/2020	Tynnwyd yn ôl / Withdrawn
102	MAH/2019/14	Mân newidiadau i gynllun sydd wedi ei ganiatáu yn flaenorol o dan caniatâd cynllunio 27C111 er mwyn diwygio maint y garej yn / Minor amendments to scheme previously approved under planning permission 27C111 so as to amend the size of the garage at	Cartref, Llanfachraeth	05/09/2019	Caniatáu / Permit 12/09/2019
103	FPL/2019/278	Cais llawn ar gyfer dymchwel adeiladau ysgol presennol a codi 8 annedd ynghyd a creu mynedfa i gerbydau ar dir yn / Full application for the demolition of existing	Llanfachraeth Primary School, Caergybi / Holyhead	12/12/2019	Caniatáu / Permit 19/02/2020

		primary school buildings in addition to the erection of 8 dwellings together with the construction of a vehicular access on land at			
104	FPL/2020/56	Cais llawn ar gyfer codi annedd ynghyd a creu mynedfa i gerbydau ar dir yn / Full application for the erection of a dwelling together with the construction of a vehicular access on land at	Penrhos Newydd, Llanfachraeth	21/04/2020	Caniatáu / Permit 13/08/2020
105	DIS/2019/2	Cais i ryddhau amodau (06) (Manylion deunyddiau) (07) (Manylion cau ogwmpas y safle) (12) (Manylion goleuo) (13) (Manylion traenio) o ganiatâd cynllunio 27C54K yn / Application to discharge condition (06) (Material details) (07) (Enclosure details) (12) (Lighting details) (13) (Drainage details) of planning permission 27C54K at	Dronwy Caravan Park, Llanfachraeth	04/01/2019	Amod wedi ei Ryddhau / Condition Discharged 01/04/2019

106	VAR/2020/24	<p>Cais Adran 73 i amrywio amod (01) (Terfyn Amser) o gais 27C106E/FR/ECON (Cais llawn i wella'r briffordd gyfredol (yr A5025) rhwng y gyffordd ar yr A5 i'r dwyrain o'r Fali i'r Gyffordd wrth y Ffordd Fynediad i'r Orsaf Bwer arfaethedig mewn wyth o leoliadau ar wahân ynghyd ag ailadeiladu a lledu'r pafin presennol a'r gorffenwaith ar yr arwynebedd mewn mannau, gweithredu compownd adeiladu dros dro gan gynnwys cyfleuster dros dro ar gyfer ailgylchu pafinau, creu dau bwl teneuo a mynedfa ar gyfer cynnal a chadw, creu llwybrau beicio a gwyro rhai eraill am gyfnod dros dro, creu cyfleusterau parcio eraill yn sgil colli cilfan ynghyd â gwaith cysylltiedig arall gan gynnwys draenio, trin ffiniau, plannu, gosod arwyddion newydd a marciau ar hyd yr) er mwyn ymestyn cyfnod gweithredu'r datblygiad am dair blynedd arall (hyd at 13 Gorffennaf 2023) ar hyd yr / Section 73 application to vary condition (01) of application 27C106E/FR/ECON (Full application for improvements to the existing highway (A5025) between A5 East of Valley Junction</p>	A5025 Between A5 Eat of Valley Junction to Wylfa Power Station	28/04/2020	Caniatáu / Permit 07/08/2020
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		to the proposed Power Station Access Road Junction at eight separate locations together with reconstruction and localised widening of existing pavement and surface dressing, temporary construction compound including temporary pavement recycling facility, creation of 2 attenuation ponds and maintenance access, creation/temporary diversion of cycle routes, creation of alternative parking facilities to mitigate loss of lay by together with other associated works including drainage, boundary treatments, planting, new signage and road markings) so as to extend the implementation period of the development by a further three years (up to 13th July 2023) along the			
107	SCR/2023/15	Barn sgrinio i amrywio amod (01) o gais VAR/2020/24 (cais o dan Adran 73 i amrywio amod (01) o gais 27C106E/FR/ECON (Cais llawn i wneud gwelliannau i'r briffordd (A5025) rhwng yr A5 i'r Dwyrain o Gyffordd y Fali i Gyffordd y Lôn Fynediad arfaethedig i'r Orsaf Bŵer mewn wyth lleoliad ar wahân ynghyd ag	A5025 Between A5 Eat of Valley Junction to Wylfa Power Station	08/03/2023	Dim Angen AEA / EIA Not Required 29/03/2023

		<p>ailadeiladu'r palmant a'i ledu mewn mannau, ynghyd â thriniaeth wyneb, adeiladu compownd dros dro gan gynnwys cyfleuster ailgylchu palmant dros dro, creu dau bwll gwanhau a mynedfa ar gyfer cynnal a chadw, creu llwybrau beicio/gwyo llwybrau beicio dros dro, creu cyfleusterau amgen i liniaru effaith colli cilfan ynghyd â gwaith cysylltiedig arall gan gynnwys draenio, triniaethau i'r terfynau, gwaith plannu, arwyddion newydd a marciau ffordd) er mwyn ymestyn cyfnod gweithredu'r datblygiad am dair blynedd arall (hyd at 13 Gorffennaf 2023) ar hyd y / Screening opinion to vary condition (01) of application VAR/2020/24 (Section 73 application to vary condition (01) of application 27C106E/FR/ECON (Full application for improvements to the existing highway (A5025) between A5 East of Valley Junction to the proposed Power</p>			
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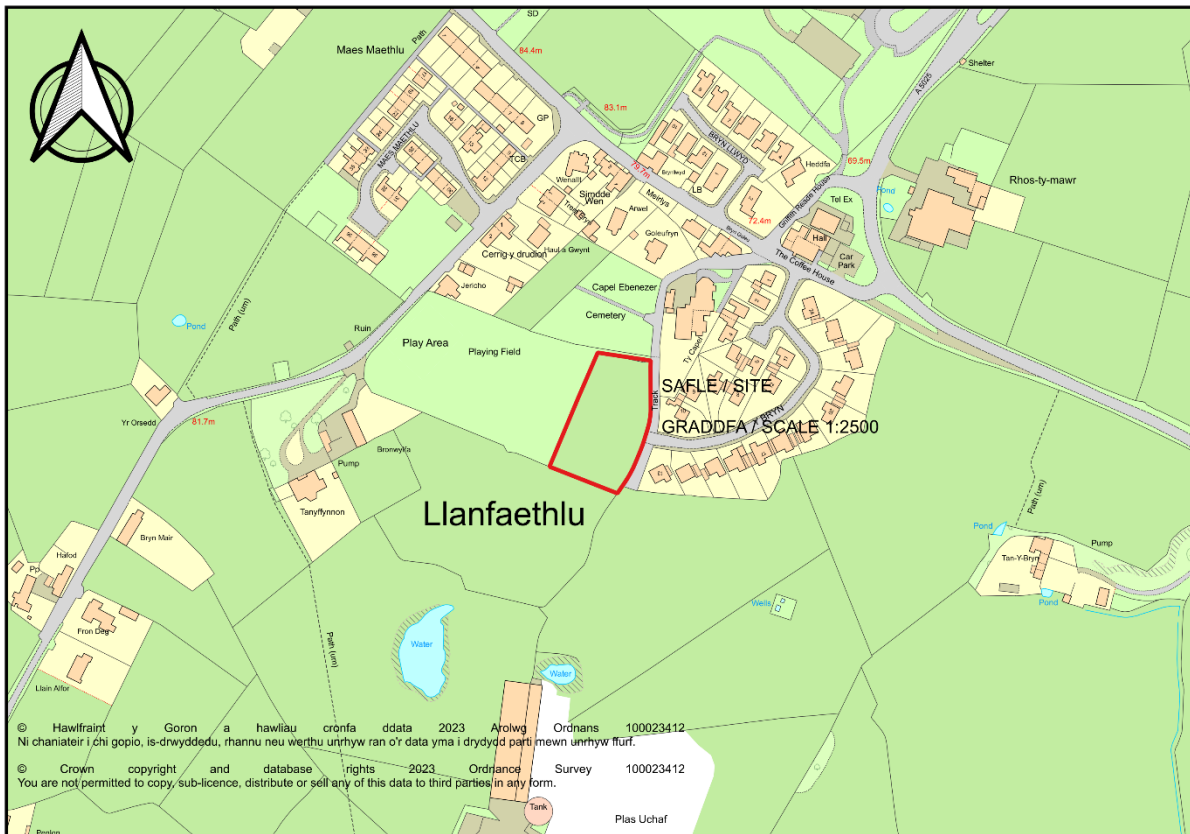
		<p>Station Access Road Junction at eight separate locations together with reconstruction and localised widening of existing pavement and surface dressing, temporary construction compound including temporary pavement recycling facility, creation of 2 attenuation ponds and maintenance access, creation/temporary diversion of cycle routes, creation of alternative parking facilities to mitigate loss of lay by together with other associated works including drainage, boundary treatments, planting, new signage and road markings) so as to ex</p>			
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Application Reference: VAR/2023/40

Applicant: Mr Nigel Ingram

Description: Application under Section 73 for the deletion of condition (04) (Ground Levels) , (07) (Landscaping), (14) (Highways) and for the variation of condition (02) (Approved Plans) of planning permission reference FPL/2020/247 (erection of 9 dwellings) so as to amend the plans to erect 9 affordable dwellings at

Site Address: Bryn Estate, Llanfaethlu



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

Recommendation: Permit

Reason for Reporting to Committee

The application is to vary a condition imposed by the Planning and Orders Committee in determining planning application reference FPL/2020/247 "Full application for the erection of 9 dwellings together with associated works on land adjacent to Y Bryn Estate, Llanfaethlu".

Proposal and Site

The proposal entails the removal of conditions (04) (Ground Levels), (07) (Landscaping) and (14) (Highways) and for the variation of condition (02) (Approved Plans) of planning permission reference FPL/2020/247 (erection of 9 dwellings) so as to amend the plans to erect 9 affordable dwellings in lieu of the 7 open market and 2 affordable unit previously approved on the site. Further details of the existing and finished floor levels, landscaping and detailed highway drawings have been submitted in support of the application.

The application site adjoins the south west of Llanfaethlu and it adjoins and is accessed through Y Bryn residential Estate. There is an access track along the eastern boundary which forms part of the route of a Public Right of Way. There are 3 listed buildings adjacent at Capel Ebenezer to the north east. Part of the village adjacent is within an Area of Outstanding Natural Beauty "AONB

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

Anglesey and Gwynedd Joint Local Development Plan 2011 – 2026

PS 1: Welsh Language and Culture

ISA 1: Infrastructure Provision

PS 4: Sustainable Transport, Development and Accessibility

TRA 2: Parking Standards

TRA 4: Managing Transport Impacts

PS 5: Sustainable Development

PS 6: 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

PCYFF 6: Water Conservation

PS 17: Settlement Strategy

TAI 4: Housing in Local, Rural and Coastal Clusters

TAI 8: Appropriate Housing Mix

AMG 1: AONB Management Plans

AMG 3: Protecting and Enhancing Features and Qualities that are distinctive to the local Landscape Character

AMG 5: Local Biodiversity Conservation

PS 19: Conserving and where appropriate Enhancing the Natural Environment

PS 19: Conserving and where appropriate Enhancing the Natural Environment

PS 20: Preserving and where appropriate enhancing heritage assets

Planning Policy Wales (Edition 11)

Technical Advice Note (TAN) 2: Planning and Affordable Housing (2006)

Technical Advice Note 5 (TAN): Nature Conservation and Planning (2009)

Technical Advice Note (TAN) 12: Design (2016)

Technical Advice Note (TAN) 18: Transport (2007)

Technical Advice Note (TAN) 20: Planning and the Welsh Language (2017)

Technical Advice Note (TAN) 23: Economic Development (2014)
 Technical Advice Note (TAN) 24: The Historic Environment (2017)
 Supplementary Planning Guidance IOCC Deign Guide for the urban and Rural Environment (2008) "SPG Design Guide"
 Supplementary Planning Guidance Parking Standards (2008)
 Supplementary Planning Guidance Planning Obligations (Section 106 Agreements) (2019)
 Supplementary Planning Guidance Housing Mix (Oct 2018)
 Supplementary Planning Guidance Affordable Housing (April 2019)
 Supplementary Planning Guidance (SPG) 'Maintaining and Creating Distinctive and Sustainable Communities' (July 2019)

Response to Consultation and Publicity

Consultee	Response
Cynghorydd Jackie Lewis	No response to date
Cynghorydd Llio Angharad Owen	No response to date
Cynghorydd Llinos Medi Huws	No response to date
Cyngor Cymuned Llanfaethlu Community Council	No response to date
Cyfoeth Naturiol Cymru / Natural Resources Wales	No observations
Swyddog Hawliau Tramwy Cyhoeddus/ Public Rights of Way Officer	No response to date
Ymgynghorydd Treftadaeth / Heritage Advisor	No built heritage comments
Dwr Cymru Welsh Water	No objection provided that any drainage related conditions are maintained on any new consent
Strategol Tai / Housing Strategy	No observations
Polisi Cynllunio / Planning Policy	No further comments - proposal complies with current policies
Gwasanaeth Addysg / Education Service	No response to date
Ymgynghorydd Tirwedd / Landscape Advisor	No response to date
Priffyrdd a Trafnidiaeth / Highways and Transportation	Details acceptable
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Requested amended landscaping scheme. Confirmed that the amended scheme is acceptable provided a condition is included for the maintenance of the meadow
GCAG / GAPS	No comments - previous archaeological conditions should be included on new permission
Iechyd yr Amgylchedd / Environmental Health	No observations
Draenio / Drainage	No response to date

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 23/10/2023. At the time of

writing this report 4 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. Raising of ground levels will result in more surface water entering neighbouring land
- ii. Will result in the loss of a public right of way
- iii. Drainage system cannot cope with additional loading as sewers currently flood during storms although this cannot be legally secured and the additional 80% affordability is at the developers discretion.
- iv. A mix of affordable and open market housing would be better

In response to the above I would respond as follows;

- i. Whilst the levels of the land are to be increased slightly within the site, the ground levels of the strip of land between the application site and neighbouring properties is to remain the same. The proposal also includes schemes for surface water run-off onto a porous parking area and gullies and chambers will be installed to intercept surface water run-off from the proposed highway.
- ii. The public right of way will not be removed as part of the proposal.
- iii. The site has an extant planning permission for the development of 9 dwellings. The current proposal does not exceed the number previously approved. Welsh Water have been consulted and have raised no objection to the proposal. although this cannot be legally secured and the additional 80% affordability is at the developers discretion.
- iv. Whilst it is the developer's intention to provide 1005 affordable housing on the site this cannot be legally secured through a Section 106 Agreement as it exceeds the requirement of local policies.

Relevant Planning History

MAO/2022/17 - Minor amendments to scheme previously approved under planning permission 29C112B/VAR (Erection of 6 dwellings) so as to amend the wording of condition (23) (highway phases) at - Bryn Estate, Llanfaethlu - [object Object] - Permit

S106/2022/7 - Application for the deletion of Section 106 Agreement in relation to affordable housing of planning permission 29C112B/VAR at Bryn Estate, Llanfaethlu -Withdrawn 17/03/2023

FPL/2020/247 - Full application for the erection of 9 dwellings together with associated works on land adjacent to Bryn Estate, Llanfaethlu – Permitted by planning committee subject to legal agreement – 07.07.2021 (Legal agreement not completed and permission not formally issued)

RM/2019/4 - Application for reserved matters for the erection of 6 dwellings on land at - Bryn Estate, Llanfaethlu - Permit 21.08.2019.

DIS/2019/60 -Application to discharge condition (05) (Slate trade description) (06) (External surface material trade descriptions) (13) (Surface water drainage) of planning permission 29C112B/VAR on land at - Stad Bryn Estate, Llanfaethlu - Condition Discharged / Not Discharged 21.08.2019.

DIS/2019/102 -Application to discharge condition (13) (scheme of surface water) of planning application 29C112B/VAR (erection of 6 dwellings) on land at Bryn Estate, Llanfaethlu – Condition Partially Discharged 25.10.2019.

29C112B/VAR Application under Section 73 for the variation of condition (02) of planning permission reference 29C112A (renewal of planning permission reference 29C112 for the erection of 6 dwellings on land adjacent to) so as to extend the outline planning permission by a further three years together with the deletion of conditions (25), (26) and (27) (Code for Sustainable Homes) on land aqt Bryn Estate, Llanfaethlu - Conditionally Approved 01.11.2017.

29C112A - Renewal of planning permission reference 29C112 for the erection of 6 dwellings on land adjacent to Y Bryn, Llanfaethlu- Conditionally Approved 07.12.2012.

29C112 - Outline application for the erection of 6 dwellings (revised layout and mains drainage in lieu of treatment plants) together with alterations to the existing vehicular access and associated highway improvement on land adj Y Bryn, Llanfaethlu - Conditionally Approved 14.12.2007.

Main Planning Considerations

Background - Outline planning permission was initially granted in 2007 for the development of 6 residential units on the application site. A reserved matters application was also subsequently granted and pre commenced condition discharged. Although no formal CLEUD application has been granted, it appears that works have commenced at the site within the statutory time period, securing the planning permission. The principle of the residential development for 6 residential units would appear to have been established.

Members will recall that planning application reference FPL/2020/247 for the erection of 9 dwellings was approved at the meeting held on 3rd May, 2023 and was subject to a Section 106 Agreement that 2 of the 9 units were to be affordable.

The current application seeks to delete condition (04) (ground levels), (07) (landscaping) and (14) (measures to secure the future maintenance of the estate road) with the details required being submitted as part of the current application. The proposal also seeks to vary condition (02) (approved plans) so as to amend the layout and design of the proposed units.

Condition (04) Ground levels - Details of the existing and proposed ground levels and finished floor levels have been submitted as part of the current application. Concerns have been raised by a member of the public that the raising of the ground levels will result in surface water running onto the adjoining land. Whilst the drawings confirm that the ground levels will be slightly raised the strip of land between the application site and neighbouring estate will remain the same, the scheme also proposes. Due to the above the details submitted are considered adequate to delete the condition.

Condition (07) Landscaping - A landscaping scheme has been submitted and the Ecological Advisor has confirmed that the scheme is acceptable in terms of biodiversity. A native hedgerow will be planted between the boundary of the site and adjoining agricultural land. New trees are to be planted within the site and a wildflower meadow will be created around the swale area. Hedges will also be planted between the units and parking / estate road. The scheme will provide a 190m² public open space within the site. It is therefore considered that the proposed landscaping scheme is acceptable, and a condition will be imposed on the permission in regard to the retention of and maintenance of the meadow.

Condition (14) Future maintenance of the estate road - Condition 14 of planning permission FPL/2020/247 requested that details of the future maintenance of the estate road was submitted to the local planning authority for consideration prior to the commencement of any works on the site. The drawings submitted as part of the current application includes the proposed layout out of the site for a Section 38 Highway Adoption. The Highway Authority have been consulted and following the submission of further details have confirmed that the scheme is acceptable,

Condition (02) Approved plans - The previous scheme was for the erection of 7 detached open market housing and two semi-detached affordable units. The current scheme is for the erection of three pairs of semi-detached units and the erection of a terrace of 3 units. Plots 1 - 5 will be 2-bedroom properties and plots 6 - 9 will be 3-bedroom properties. The scale of the dwellings and mix of bedroom numbers are considered acceptable and complies with the requirements of Policy TAI 8 'Appropriate Housing Mix of the Anglesey and Gwynedd Joint Local Development Plan (JLDP).

The scheme also proposes to amend the roofing material from a slate roof to tiles. Whilst there are similar roofing material in the locality it is considered that the use of slate would be preferred to tiles and a condition will be imposed on the permission for the use of slate.

Affordable Housing - Policy TAI 15 of the JLDP seeks an appropriate provision of affordable housing. It has a threshold figure of 20% affordable housing for 2 or more units within the settlement of Llanfaethlu. This would equate to 1.8 dwellings having to be affordable.

It is also worth noting that at the time of writing the report, it is the developer's intention to make the development 100% affordable, although this cannot be legally secured and the additional 80% affordability is at the developers discretion. A Section 106 will state that if the site is developed for a private developer there would be a need to provide 20% affordable housing and they would need to identify which dwellings would be affordable before commencing work on site, if this site is developed for a Registered Social Landlord then the site will be 100% affordable'.

Conclusion

The details submitted as part of the application are adequate to delete conditions (04) (ground levels), (07) (landscaping) and (14) (future maintenance of the estate road. The varying of condition (02) in order to amend the site layout and design of the residential units is considered acceptable and the amended scheme will not have a detrimental impact on the nearby residential properties or locality over and beyond what was previously approved on the site.

Recommendation

That the application is permitted subject to the following conditions:

(01) The development hereby permitted shall be begun before the expiration of (five) years from the date of this permission.

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

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

03023-CCE-XX-XX-DR-C-0015-P01- Proposed Highway long and cross sections

03023-CCE-XX-XX-DR-C-0014-P02 - Proposed external works layout

03023-CCE-XX-XX-DR-C-0012-P01 - Proposed highway construction details

03023-CCE-XX-XX-DR-C-0011-P04 - Proposed Kerbing and Surfacing Layout

03023-CCE-XX-XX-DR-C-0010-P01 - Proposed drainage schedule

03023-CCE-XX-XX-DR-C-0009-P01 - Proposed foul drainage sections

03023-CCE-XX-XX-DR-C-0008-P01 - Surface water drainage sections

03023-CCE-XX-XX-DR-C-0006-P09 - Section 38 Highway Adoption Layout

03023-CCE-XX-XX-DR-C-0005-P04 - Proposed Section 104 drainage layout

03023-CCE-XX-XX-DR-C-0004-P02 - Proposed hardstanding Area Plan

18722-CCE-XX-XX-DR-0010-P01 - Proposed drainage construction details

A.01.1 - Location plan

A-03-40-01 Terrace Plans and Elevations (4p2b)

A-03-30-01 - Semi plans and elevations (5p3b)

A-03-20-01 - Semi plans and elevations (4p2b)

A.02.04 - Site Sections

A.02.3- Street scene

A.02.1 - Proposed Site Layout Affordable Scheme

001 G - Landscape Plan

Planning Support Statement - Owen Devenport Cyf Ltd

Heritage Impact Assessment - Fenix Heritage

Ecology Assessment & Reptile Surveys (Updated) – 25/04/2023 Cambrian Ecology

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

(03) If contamination is encountered in the implementation of the development hereby approved it shall be fully assessed in an appropriate remediation scheme shall be submitted to and approved in writing by the Local Planning Authority. The relevant parts of the application site shall thereafter be remediated in accordance with the remediation scheme as may be approved under the provisions of this planning condition.

Reason To ensure that any contaminants present have been remediated to safeguard occupants and users of the development.

(04) The development hereby approved shall be carried out strictly in accordance with mitigation and biodiversity enhancement measures specified within the Ecology Assessment & Reptile Surveys (Updated) – 25/04/2023 Cambrian Ecology

Reason: To safeguard protected and enhance species.

(05) The means of enclosure (including walls and fencing) shown on the plans hereby approved shall be constructed or erected prior to the occupation of the dwelling(s) to which they relate and shall thereafter be retained in the lifetime of the development hereby approved and any replacement means of enclosure (including walls and fencing) shall be to an equivalent specification to that approved under the provisions of this planning condition.

Reason: To ensure that the details and appearance of the development are acceptable to the Local Planning Authority, to protect the amenities of the area and safeguard protected species.

(06) No other part of the development hereby approved shall commence until full details of the measures to eradicate “montbretia”, which shall be in accord with the options in section 9 of the Ecological Assessment & Reptile Surveys (25/04/2023) Cambrian Ecology and include a timetable and a report on the monitoring and the effectiveness of the measures to be implemented to eradicate “montbretia” has been submitted to and approved in writing by the Local Planning Authority. The eradication of “montbretia” on the application site shall thereafter be undertaken strictly in accord with the details as may be approved under the provisions of this planning condition.

Reason To ensure that non-native invasive species are eradicated in accord with the approved details.

(07) A Meadow Grass Management Plan for ground preparation, sowing and maintenance for the first 5 years relating to the establishment of the meadow grass as shown on drawing number 001 G shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any of the dwellings on the site. The Meadow Management Plan shall be carried out as approved and managed and maintained for the lifetime of the development.

Reason: In the interest of ecology

(08) Any trees or shrub which forms part of the approved Landscaping Scheme which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a similar species, size and maturity.

Reason In the interests of the visual amenities of the area and biodiversity.

(09) Notwithstanding the roofing material as shown on the plans submitted with planning application VAR/2023/40 natural slates of uniform colour shall be used as the roofing material of the proposed dwellings.

Reason: In the interests of amenity.

(10)

a) No development (including trial pitting, topsoil strip or other groundworks) shall take place until a specification for a programme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. The development hereby shall be carried out and all archaeological work completed in strict accordance with the details as may be approved in writing by the Local Planning Authority.

b) A detailed report on the archaeological work, as required by condition 13 (a), shall be submitted to and approved in writing by the Local Planning Authority within twelve months of the completion of the archaeological fieldwork.

Reasons: 1) To ensure the implementation of an appropriate programme of archaeological mitigation in accordance with the requirements of Planning Policy Wales 2016 and TAN24: The Historic Environment.
2) To ensure that the work will comply with Management of Archaeological Projects (MAP2) and the Standards and Guidance of the Chartered Institute for Archaeologists (CIfA).

(11) No dwelling hereby approved shall be occupied until full design details for the lighting of the estate road have been submitted to and approved in writing by the Local Planning Authority and the approved scheme has been implemented and is fully operational.

Reason: In the interests of safety and security to ensure there is safe and convenient access to occupied properties.

(12) The car parking accommodation for each dwelling shall be completed in full accordance with the details as shown on the approved drawings before the dwelling to which the car parking accommodation relates is occupied and shall thereafter retained solely for those purposes.

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

(13) The commencement of the development shall not take place until there has been submitted to and approved in writing by the Local Planning Authority, a Construction Traffic Management Plan "CTMP". The CTMP shall include;

(i) The routing to and from the site of construction vehicles, plant and deliveries.

(ii) The type size and weight of construction and delivery vehicles to be used in connection with the construction of the development, having regard to the geometry, width, alignment and structural condition of the highway network along the access route to the site;

(iii) The timing and frequency of construction and delivery vehicles to be used in connection with the development, having regard to minimising the effect on sensitive parts of the highway network and construction routes to the site, including regard for sensitive receptors e.g. schools and network constraints;

(iv) Measures to minimise and mitigate the risk to road users in particular non-motorised users;

(v) The arrangements to be made for on-site parking for personnel working on the Site and for visitors;

(vi) The arrangements for loading and unloading and the storage of plant and materials;

(vii) Details of measures to be implemented to prevent mud and debris from contaminating the adjacent highway network;

The construction of the development shall be completed in accordance with the CTMP as may be approved under the provisions of this planning condition.

Reason: To ensure reasonable and proper control is exercised over construction traffic and construction activities in the interests of highway safety.

(14) The estate road and footways shall be surfaced to basecourse standard before any dwellings which it serves are occupied.

Reason: To comply with the requirements of the Highway Authority, in the interests of safety and amenity to ensure there is safe and convenient access to occupied properties for the lifetime of the development.

(15) 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 site or such any other period as may be agreed in writing with the Local Planning Authority, whichever is the sooner.

Reason: To comply with the requirements of the Highway Authority, in the interests of safety and amenity to ensure there is safe and convenient access to occupied properties for the lifetime of the development.

(16) No dwelling hereby approved shall be occupied until the surface water drainage scheme has been implemented and is fully operational for the dwelling to which it relates.

Reason: To comply with the requirements of the Highway Authority and in the interests of safety and amenity of future occupiers to ensure there is adequate drainage of the highway and the development

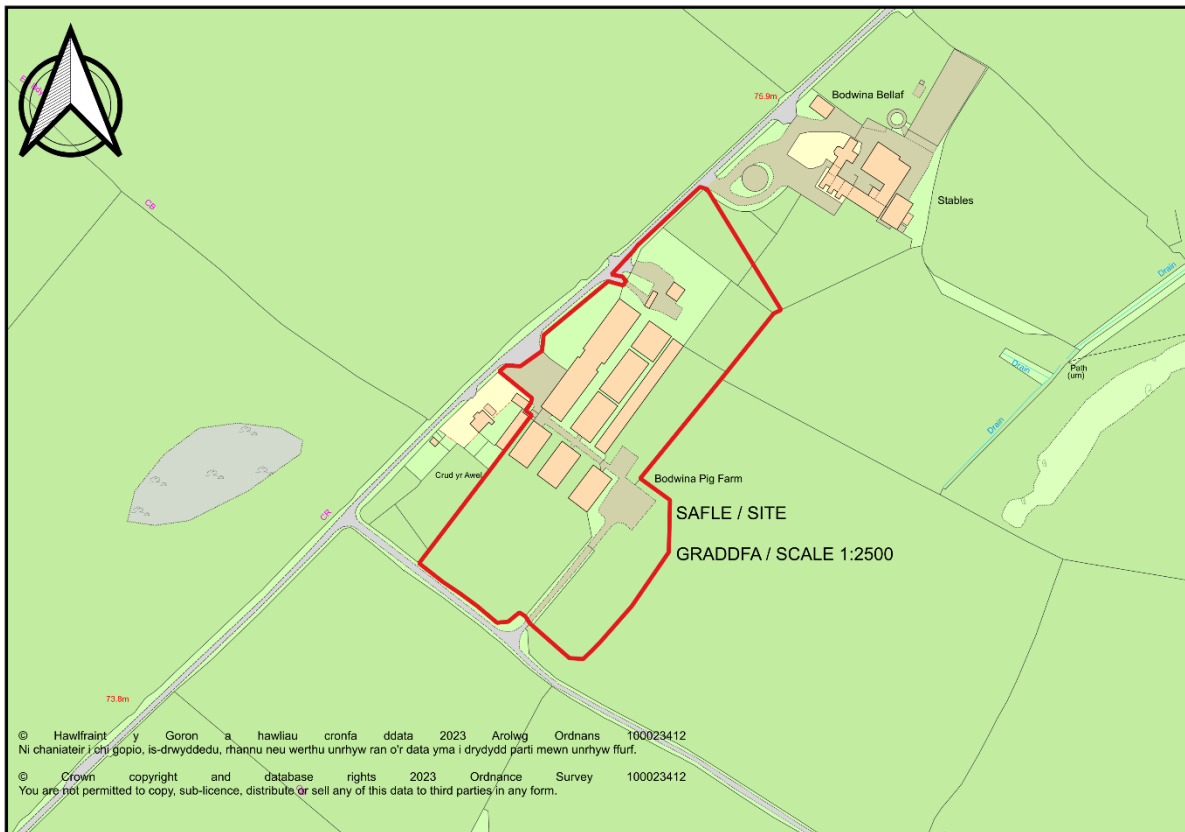
In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

Application Reference: FPL/2021/124

Applicant: Cliff Williams

Description: Full application for demolition of existing piggery units, change of use of land into holiday chalet site, siting of 25 holiday chalet, alterations to existing vehicular accesses, construction of private roads, construction of parking areas, installation of package treatment, soft and hard landscaping together with associated works on land at

Site Address: Bodwina Bellaf, Gwalchmai



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

Recommendation: Refuse

Reason for Reporting to Committee

The application is reported to the planning committee at the requests of (ex) Councillor Bob Parry and Councillor Dylan Rees.

Proposal and Site

The site is located in the open countryside of the Gwalchmai/Mona area, with access afforded to the site via a single width country lane leading from the A5 highway. The site adjoins the lane, with the lane

defining the north western extent of the site. The northern extent of the site shares its boundary with the residential curtilage of the neighbouring property. Remaining boundaries are shared with agricultural land, which is the dominant land use in the area. It is also to be noted that a neighbouring residential property is somewhat embedded in the site to its south west. Last known use of the site was as a commercial piggery, with the existing units on site reflective of this use. During the site visit, it was observed that the site is in a significant state of disrepair, with the buildings being damaged and unusable with vegetation overgrowth. It was also further observed that the site had been victim of fly tipping, vandalism and fires lit in the dilapidated structures. The site includes varying levels and gradients, with the topography dropping away from the highway into a slight valley. It is also noted that the northern extent of the site is at a higher elevation.

The application is made for the demolition of all existing buildings on site together with the erection of 25 holiday lodges in lieu. The lodges will be arranged in a generally linear fashion each side to the internal access road which will run through the length of the site. The site will consist of 11 type 1 chalets (2 bed), 5 type 2 chalets (2 bed) and 9 type 3 chalets (3 bed). All chalets will be of similar design, being finished in dark cladding and including a modern dual lean-to type roof. Foul water will be treated by 2 treatment plants, with the effluent being pumped up into 2 drainage mounds. Surface water will be disposed of via a SuDS system consisting of stone drainage channels alongside each chalet. The scheme also includes significant landscaping and ecological enhancement measures.

Key Issues

The key issues are as following;

- Principle of development
- Landscape/Visual impacts
- Highways
- Drainage
- Residential amenity
- Welsh language
- Sustainability

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 TWR 3: Static Caravan and Chalet Sites and Permanent Alternative Camping Accommodation

Policy TRA 4: Managing Transport Impacts

Policy AMG 5: Local Biodiversity Conservation

Strategic Policy PS 20: Preserving and where Appropriate Enhancing Heritage Assets

Technical Advice Note 12: Design (2016)

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

Strategic Policy PS 1: Welsh Language and Culture

Strategic Policy PS 4: Sustainable Transport, Development and Accessibility

Strategic Policy PS 5: Sustainable Development

Supplementary Planning Guidance Holiday Accommodation (2007)

Response to Consultation and Publicity

Consultee	Response
Uned Datblygu Economaidd / Economic Development Unit	No relevant comments received.
Ymgynghoriadau Cynllunio YGC	No construction work may begin on site without SAB approval.
Polisi Cynllunio / Planning Policy	Confirmation of relevant policy considerations with respect to the Joint Local Development Plan and Supplementary Planning Guidance
Iechyd yr Amgylchedd / Environmental Health	Supportive of application provided that noise mitigation measures are adhered to. Standard informatives provided regarding pollution prevention and contaminated land also provided.
Ymgynghorydd Tirwedd / Landscape Advisor	The layout, design and landscaping for the units within the footprint of the former pig unit appear suitable. The proposed scheme will be landscaped but would not be totally screened and relies on the layout and building design not to increase effects beyond the current level. The extension beyond this into agricultural land is a more intrusive element and could be considered to be a more obtrusive location even though it follows the pattern of the existing layout, and is below the skyline. It is recommended that the site be limited to the boundaries as defined by the existing buildings
Priffyrdd a Trafnidiaeth / Highways and Transportation	Object due to insufficient width of 5th passing bay
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Recommendations made regarding bird and bat box positions along with suggested species for landscaping scheme. Suggestions followed and subsequently no further comments to make.
Ymgynghorydd Treftadaeth / Heritage Advisor	No comments.
Gwasanaeth Cynllunio Archeolegol Gwynedd Archaeological Planning Service	No comments.
Cyngor Cymuned Bodffordd Community Council	Concern in regards to following matters; <ul style="list-style-type: none"> - Drainage arrangements - Road is dangerous - No right to widen road - Effect on Welsh Language - Loss of agricultural land
Cyfoeth Naturiol Cymru / Natural Resources Wales	No objections provided condition is attached to permission requiring construction environmental management plan.
Cynghorydd Paul Charles Ellis	No response

Cynghorydd Dylan Rees	Called in to committee
Cynghorydd Non Lewis Dafydd	No response

Publicity was afforded to the scheme via the posting of personal letters to occupiers of neighbouring properties together with the placing of an advert in the local press. The latest date for any representations to be made was the 12/04/2023. At the time of writing this report, 66 letters of objection had been received along with a petition signed by 198 individuals against the scheme and 7 for the scheme. The issues raised in these letters will be addressed in the later sections of this report. It is to be noted that publicity has been re-run 4 times for this proposal owing to the submission of various additional information and as such the figure of 66 letters may include up to 4 letters from a single objector.

Relevant Planning History

14C126E - Demolition of the existing pig units, the siting of 22 log cabins, the erection of a clubhouse and associated facilities together with the installation of a private treatment plant at Bodwina Bellaf, Gwalchmai. Withdrawn.

Main Planning Considerations

Principle of Development

The principle of the development is to be considered under policy TWR 3 of the Joint Local Development Plan as was confirmed by the Policy department. Outside of the defined Area of Outstanding Natural Beauty and Special Landscape Areas, TWR 3 supports such development subject to conformity with the following criterion;

- i. It can be demonstrated that it doesn't lead to a significant intensification in the provision of static caravan or chalet or permanent alternative camping sites in the locality; and*
- ii. 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; and*
- iii. That the site is close to the main highway network and that adequate access can be provided without significantly harming landscape characteristics and features.*

In terms of criterion i., intensification is defined within the remit of Policy TWR3 in the explanation of the Policy (para 6.3.69), referring to the 'Isle of Anglesey, Gwynedd and Snowdonia National Park Landscape Sensitivity and Capacity Study' (Gillespies, 2014). Within the study each 'Landscape Character Area' is assessed to determine the landscapes overall capacity for caravan and chalet park developments. When considering applications for new developments, reference should therefore be made to the capacity of the local landscape as specified within the Landscape Capacity and Sensitivity Study.

The proposed development falls into LCA17. The Landscape Sensitivity and Capacity study states that the indicative overall capacity in LCA17 is as follows:

"Outside the AONB and SLAs it is considered there may be some capacity for very small to small scale developments, and/or limited capacity for well-designed and sensitively sited larger scale developments, which should, in all cases relate well to the existing built environment/urban landcover."

The study defines very small developments as up to 10 units (below 1 hectare in area and small developments as 11-25 units (below 2 hectares in area). The proposed development is for 25 chalets on a site of approximately 2.6 hectares. The number of units conforms with the definition of small scale development within the remit of the policy, although the site area exceeds the quote 2 hectares. It must be noted that the actual area covered by the units and their associated amenity areas and access road cover only approximately 1.2 hectares, with the remainder of the site area being allocated for drainage mounds, ecology features and significant landscaping between the site and neighbouring property. As

such, the department are satisfied the proposal is in conformity with this aspect of the policy and its general thrust of seeking to prevent large sprawling sites in a rural context/open countryside as the units will be in a relatively compact area.

Criterion ii requires that proposals are high quality, well screened by existing landscape features and/or can be readily assimilated into the landscape in a way which does not harm the visual quality of the landscape. As mentioned above, the site is in a significant state of disrepair, with the existing piggery units being unusable through damage and vegetation overgrowth. It is also noted that the site has been used for fly tipping and vandalism. As such, the site has become unsightly and only contributes negatively to the appearance and character of the area. Owing to the above, it is departments opinion that the scheme would drastically improve the appearance of the site and area and positively contribute to the visual quality of the area in comparison to the site at present. The units will utilise dark coloured materials to ensure visual prominence is kept to a minimum. The site occupies a somewhat sunken position in the immediate locality, and as such views of the site would be restricted to certain positions on the public highway directly outside of the site. Views from further afield along the lane approaching from Tyn Lon/Gwalchmai would not be possible due to topography and vegetation. Distant views of the site is possible on the approach from Mona, although due to the sheer distance and sunken nature of the site, these views would not be prominent or harmful to an extent that would warrant refusal on this basis.

The site directly adjoins the lane which provides access to the site and the internal access road is considered to be the bare minimum size required to provide appropriate means of access to each unit. Due to topography, it is not considered that the access arrangements would cause any degree of visual harm that would result in not compliance with criterion iii of the policy.

Due to the above, the department are satisfied that the proposal conforms with TWR 3 and as such that the principle of the development is acceptable and well supported by policy. The site is in a significant state of disrepair, with the asbestos sheeted buildings being unsuitable for modern agricultural use and also being substantially damaged. An alternative use is required for the site due to its unsightly nature and with regard to the joint local development plan, holiday chalets under the remit of TWR 3 is considered to be one of the few acceptable uses in this location.

Landscape/Visual Impacts

The visual merits of the scheme have been given consideration in the context of TWR 3 above, however owing to the scale of the scheme and the visual quality of this open countryside location, closer scrutiny under landscape specific policies is warranted. Policy PCYFF 3 is the main design and landscape related policy of the JLDP for un-designated landscapes. The general thrust of PCYFF 3 in landscape terms is ensuring developments are respective of their context and ensuring that they complement and enhance the appearance of the area/site. The proposal represents a significant betterment to the appearance of the site owing to its current dilapidated state and as such the scheme is clear enhancement to the character and appearance of the site in accordance with the objectives of PCYFF 3.

The highway which passes the site and provides access is a very lightly used highway and views from therefrom are restricted to directly outside of the site. On the approach from the Gwalchmai direction, views of the site are blocked from the majority of the length of highway leading from the A5 due to the local topography and also the mature hedgerow which flanks the highway for parts of the route. Views from the Tynlon direction of the highway would also be blocked by the topography. The site would also be visible from a distance from the A5 highway when travelling from the Mona direction, although due to the sheer distance and sunken position of the site, it is not anticipated that the proposal would be prominent from this view to an extent that could be considered harmful enough to justify refusal.

The units themselves are considered to be of high quality design, utilising appropriate materials for this rural context. The units will include a staggered height pitch roof and all units will be of similar design and materials which will ensure a satisfactory and congruent appearance of the site as a whole. The comprehensive landscaping scheme will ensure the development better integrates into the landscape over time and will drastically improve the appearance of the site when viewed directly outside of the site from the highway as present views consist of dilapidated structures and overgrowth.

Due to the above, the department are satisfied that the scheme will meet the policy requirements of complementing and enhancing the appearance of the site. It is the departments position that the scheme will not give rise to any visual impacts that would necessitate the refusal of the scheme. Due to the condition of the existing site and associated structures, the proposal will result in an enhancement to the appearance of the site in line with the requirements of policy PCYFF 3 of the JLDP.

Highways

As mentioned above, the application site is located along a single width country lane which links Gwalchmai to Tynlon. Access to the lane is gained from the A5, with the initial section being dual width which then narrows to single width. Due to the width of the highway, it is necessary that the scheme provides passing bays so as to facilitate traffic flow and highway safety. The scheme offers 5 passing places, some of which are existing informal passing places which will be formalised. As part of the scheme, concern was raised by local residents that the 5th passing place as shown on the proposed site plan would require that wall and/or clawdd outside of the developers ownership would need to be removed in order to create it. Having been to the application site and measured the width of the carriageway, the highways department were not satisfied that a sufficient width could be attained in the 5th passing bay by using highways land only. As the 5th passing place is located on a corner with poor visibility, it is considered by the highways department that the scheme would be to the detriment of highway safety. The insufficient width of the 5th passing bay would not allow for larger vehicles (such as those of an agricultural nature) to safely pass traffic generated by the development. The topographic survey provided in support of the application demonstrated that a widening of the carriageway from 3.6 to 4.7m was possible, however it is noted that the Highway Department standards require a width of 5.5m. Due to the above, the department are unable to support the scheme and as such will be recommended for refusal on this basis. Subsequently, the scheme would also be contrary to policy TRA 4 of the JLDP which states '*proposals that would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes, will be refused*'.

Drainage

Significant surface and foul water may arise from such developments and as such it is imperative that drainage matters are given full and proper consideration to ensure that the scheme would not give rise to any unacceptable impacts. Due to land ownership issues, the drainage arrangements have been amended several times during the course of determining the proposal. The final arrangements are that foul water will be processed by 2 treatment plants, with the final effluent being pumped up to 2 large drainage mounds in the northern section of the site. Calculations were provided alongside the plans to demonstrate the acceptability of the mounds to deal with requirements of the development. NRW were satisfied with the approach and design and therefore it is deemed that foul flows would be acceptably dealt with. In terms of surface water, each chalet will be provided with a stone drainage channel running along both sides which will accept the surface water from the rainwater goods. This approach is considered acceptable in principle by the relevant consultees (NRW and drainage department), although it must be noted that this element will be given closer and final scrutiny by a SuDS process. Due to the above, the drainage arrangements are considered satisfactory.

Residential Amenity

The site is located in a countryside location where residential development is sporadic. Despite this however, the site will be relatively close to a residential property which forms part of the site boundary to the north west. The rear boundary of the property is entirely defined by a storage shed (within their ownership) which would provide effective means of screening from the proposed development. The proposed site plan indicates there would be 43m between the rear of the neighbouring property and the nearest chalet. This distance far exceeds those noted in the local authority's SPG Design Guide. The site has also been designed to distance the main bulk of the chalets away from this property and also includes a landscaping buffer between the chalets and the dwelling which will further contribute to screening and also reduce noise nuisance. It is acknowledged that the scheme will generate some degree of disturbance, however it must be considered that the site has historic use as a piggery. It is not considered that the proposed scheme would give rise to impacts upon residential amenity that would be

greater than those resultant from the operation of a piggery unit. Subsequently, the department do not consider that there are grounds for refusal on the basis of impact upon residential amenity.

Welsh Language

The policy requirements surrounding consideration of the Welsh Language are set by policy PS 1 of the JLDP along with the 'Maintaining Distinctive and Sustainable Communities' SPG. 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. The development does not exceed the threshold set for requiring a Welsh Language Impact Assessment, however in line with the SPG, information should be submitted which demonstrates how the language was considered. No such information has been provided and it is not intended to request such information as the proposal is to be recommended for refusal and the department to incur unnecessary costs for the developer.

Sustainability

Sustainability in planning is built on the concept of reducing reliance on private transport and ensuring new development is located in areas where they are accessible by a range of modes of transport. As mentioned above, the site is located in the open countryside of the Mona area, however it must be noted that 2 bus stops are available within 1km walking distance to the site. The road leading from the site to the bus stops is a lightly trafficked (as shown by the transport survey) single width lane which is for the most part straight and also includes a footpath for part of the route. As such, it is considered that the road would be facilitative of guests wishing to walk to/from the site. In recent appeals, Welsh Government inspectors have been supportive of such sustainability credentials, giving weight to 'pleasant countryside walks' when considering routes to nearest amenities. The department does not intend to classify the road as a 'pleasant countryside walk' or not, but it does recognise the roads' suitability for pedestrians due to the low speed infrequent traffic as was shown by the transport survey. Subsequently, the department are satisfied that the scheme aligns with the principle of sustainability in planning.

Agricultural Land

The land subject to this application is identified as grade 2 land in the Agricultural Land Classification (ALC). Paragraph 3.58 of Planning Policy Wales (Edition 11, February 2021 states that:

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

Paragraph 3.59 of PPW adds that:

"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 need to protect the best agricultural land is highlighted in Strategic Policy PS 6 which states that proposals can only be permitted when it can be demonstrated with appropriate evidence that they have given full consideration and responded appropriately to a series of points including:

"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; (criterion 6)"

Although part of the proposal site is brownfield land, it appears that some of the development would involve the development of greenfield land. The land is currently in a significant state of overgrowth and disrepair and as such is not deemed to be suitable cropland. The bulk of the development will occur on brownfield land, with only a small portion of the development occurring on greenfield land. As such, it is not considered that the scheme would result in loss of land of a scale that would disadvantage local food production in line with the above policies.

Ecology

Policy AMG 5 of the JLDP and the Councils Duty borne from The Environment Wales Act (2016) require that all proposals demonstrate a net gain to biodiversity. The submission was supported by a relevant ecological survey, which identified the baseline ecological value of the site along with making appropriate enhancement measures. The principle method of obtaining net gain is through the generous landscaping scheme, which includes wildflower meadow plantings along with native tree and hedge plantings. The scheme also includes the provision of bird and bat boxes. Subsequently, the department are satisfied that net gain to biodiversity will be achieved.

Neighbour Objections

As mentioned above, the scheme received significant attention from the public, generating 6 web comments, 62 letters of objection and a petition with 207 signatures (200 against and 7 for). The issues raised in the letters of objection may be summarised as below;

1. Scheme will generate a harmful visual impact to the detriment of the open countryside.
2. Scheme will negatively effect the Welsh Language in the community and no Welsh Language Impact Assessment has been done.
3. The road leading to the site is narrow and dangerous and unsuitable to accommodate the development traffic.
4. The scheme would be an oversupply of such accommodate in the area.
5. The scheme would have a detrimental impact on the residential amenity of the nearby residential property.
6. The traffic on the lane would be excessive.
7. The developer has no right to demolish any walls or hedges to create passing bays. Solicitor letters have been sent regarding land ownership for passing bays and drainage.
8. Scheme would result in unacceptable light pollution.
9. Site used by nesting owls.
10. Negative effect on local wifi.
11. Drainage arrangements will not work.
12. Scheme will negatively effect local wildlife and ecology.
13. Site is located in an unsustainable location.
14. Noise of jets will negatively impact those staying on the site.
15. Site is not brownfield land.

In response to these comments, the department would note the following;

1. The department considers that the development would represent a betterment to the appearance of the site which is currently in a significant state of disrepair.
2. The application is to be recommended for refusal and as such the department do not intend to request such information as it would incur unnecessary cost for the developer.
3. The highways department consider the development to be acceptable on the condition that the 5 passing bays are made/formalised. However, it is noted that the 5th passing place is insufficient and as such the application will be refused.
4. Oversupply is not a material consideration on such applications. Policy TWR 3 makes no reference to oversupply.
5. When considered against the fallback position of the operation of a piggery unit, it is not considered that the operation of a high quality chalet site would represent a significant exacerbation of any impacts on residential amenity. In addition to this, the scheme proposes a landscaping buffer between the site and the residential property as a form of mitigation.
6. Highways had no objections in relation to the level of traffic.
7. The LPA have taken additional care to ensure that no wall/clawdd will need to be removed in order to create a passing bay. This has been made perfectly clear to both the developer and highways department. A note has been added to the proposed plans to highlight that no wall/clawdd will be removed. Foul drainage effluent will drain into the drainage mounds and not into the adjoining land owners ditch.
8. No concern was raised by NRW in relation to light pollution.
9. All ecological matters were given attention by the local authority ecology officer along with NRW. No objections were raised in relation to the amended plans.
10. The department do not consider that impact on wifi is a material planning reason.

11. Extensive documentation was provided to support the proposed drainage arrangements. NRW were satisfied with the arrangements and supporting information and as such the LPA are satisfied.
12. See point 9.
13. The site benefits from the provision of 2 bus stop within 1km walking distance. The route is partly paved, with the remainder of the road being lightly trafficked and experiencing low speeds. Taking guidance from appeal decisions over recent years, the department are satisfied that the scheme is located in a sustainable location in planning terms and do not consider that this reason could form a robust reason for refusal.
14. Environmental health had no objects on the grounds the noise mitigation measures would be adhered to.
15. The department acknowledge that the site is not considered as previously developed land as is defined in PPW (11th edition). The classification of the land as previously developed is not materially instrumental to the acceptability of the scheme in land use terms. The presence of the buildings on site is only significant from a visual impact point of view.

Conclusion

The principle of the scheme is acceptable, however the inability of the scheme to deliver 5 passing places to the Local Authority Highway Department standard renders it unacceptable on planning balance. The scheme is therefore recommended for refusal.

Recommendation

That the application is refused for the following reason:

(01) The local planning authority consider that the proposed passing place located nearest the A5, as shown on drawing number 074695-CUR-00-XX-DR-TP-75003-P01 (footway plan) falls short of the width required as set out in the Local Authority's Highway Standards and subsequently would be to the detriment of highway safety. The scheme is therefore contrary to policy TRA 4 of the Anglesey and Gwynedd Joint Local Development Plan 2017.

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