

Application Reference: FPL/2021/316

Applicant: The William Thomas Estate

Description: Full application for the change of use and refurbishment of two agricultural buildings into a commercial laundry together with improving the access at

Site Address: Bryn Glas, Llanrhuuddlad



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

Recommendation: Permit

Reason for Reporting to Committee

The application was called in to be determined by the planning committee at the request of local member Ken Hughes.

Proposal and Site

The site lies within the rural settlement of Llanrhuuddlad but outside of its allocated development boundary. Agricultural buildings form the majority of the site with an associated two storey traditionally designed dwelling. Site boundaries are defined by traditional dry stone walling and are surrounded by agricultural

enclosures. The 2 sheds subject this application are steel framed buildings which have been clad in metal sheeting.

The proposal is made for the conversion of 2 agricultural buildings to form a commercial launderette which will serve holiday lets, hotels and guest houses on Anglesey as stated in the accompanying planning statement.

Key Issues

The key issues are if the proposal complies with the relevant policies of the adopted joint local development plan and if its impacts upon the highways network and neighbouring amenities are acceptable.

Policies

Joint Local Development Plan

Policy PCYFF 1: Development Boundaries

Policy PCYFF 2: Development Criteria

Policy PCYFF 3: Design and Place Shaping

Policy PCYFF 4: Design and Landscaping

Policy AMG 5: Local Biodiversity Conservation

Strategic Policy PS 19: Conserving and Where Appropriate Enhancing the Natural Environment

Policy CYF 6: Reuse and Conversion of Rural Buildings, Use of Residential Properties or New Build Units for Business/Industrial Use

Response to Consultation and Publicity

Consultee	Response
Cynghorydd John Griffith	No response
Cynghorydd Kenneth P. Hughes	Called in to committee
Cynghorydd Llinos Medi Huws	No response
Cyngor Cymuned Cylch-y-Garn Community Council	No response
Priffyrdd a Trafnidiaeth / Highways and Transportation	No objection
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	No response
Ymgynghorydd Tirwedd / Landscape Advisor	No affect on natural beauty
Uned Polisi Cynllunio ar y Cyd / Joint Planning Policy Unit	CYF 6 is relevant policy
Cyfoeth Naturiol Cymru / Natural Resources Wales	No comments
Dwr Cymru/Welsh Water	Condition requiring drainage details
Ymgynghoriadau Cynllunio YGC	No observations
Iechyd yr Amgylchedd / Environmental Health	Informatives

Publicity was afforded to the proposal via the posting of personal letters to the occupiers of surrounding properties, the latest date for representations to be made in response to which was the 07/12/2021. At the time of writing this report, 4 letters of objection had been received and their contents will be addressed later in this report.

Relevant Planning History

None

Main Planning Considerations

Policy CYF 6 of the adopted Anglesey and Gwynedd Joint Local Development Plan relates to the reuse and conversion of rural buildings, use of residential properties or new build units for business/industrial uses and therefore is the primary policy in assessing the principle of this proposal. The policy states that such developments will be supported where they conform with the following criteria:

1-The scale and nature of the development is acceptable given its location and size of the building in question;

2-That the development would not lead to an use that conflicts with nearby uses or has an impact on the viability of similar uses nearby;

3-Where proposals involve the use of an existing building:

i.The building is structurally sound;

ii.The scale of any extension is necessary and of reasonable size;

iii.The building is suitable for the specific use.

The development will utilise 2 existing buildings and no extensions are proposed to which as part of this application, it is therefore considered that the scale of the proposal is acceptable. The planning statement has identified that the proposal fills a gap in the existing market which is currently outsourced off the island and therefore it is not considered that the proposal would impact the viability of nearby uses. A structural survey formed part of the submission and demonstrated that the building was structurally sound and capable of being converted as shown on the proposed plans. The building is suitable for the specific use as no extensions are required and the open nature of the existing building will provision the necessary space for the use. To ensure that the development is not to the detriment of the amenities of neighbouring properties, a condition will be imposed on the consent which restricts the hours of opening to 07:00-18:00 on weekdays, 07:00 - 1600 on Saturdays and closed on Sundays.

Planning Policy Wales recognises that a strong rural economy is essential to support sustainable and vibrant rural communities. The establishment of new enterprises and the expansion of existing business is crucial to the growth and stability of rural areas.(para 5.6.1). PPW also states that some commercial and light manufacturing activities can be located in rural areas without causing unacceptable disturbance or other adverse effects (para 5.6.3). It is not considered that launderette as a land use would cause disturbance or have any unacceptable impacts in this location that would warrant refusal. The scheme is noted on the application form to provide 2 full time and 2 part time employment opportunities, which will contribute to supporting sustainable and vibrant rural communities.

Issues in regards to the capacity of the local highway network were raised in all of the letters of objection received, however the local authority highway department had no objection to the scheme and were satisfied with visibility splay which can be achieved and the transport statement that was provided. The transport statement detailed that the development is proposed to generate a minimum of 4 vehicular movements a day and a maximum of 10 which is considered a reasonable amount and was not objected by the Highways department.

Conclusion

The proposal complies with the relevant policies of the adopted joint local development plan and subject to the conditions imposed on this consent, is considered to be acceptable in the context of residential amenity.

Recommendation

That the application is permitted subject to the following conditions:

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

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

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

- **Location Plan / 1131_PL_011_2**
- **Site Plan / 1131_PL_008_2 Rev A**
- **Site Plan - Access and Parking / 1131_PL_007_2**
- **Proposed Elevations Barn A / 1131_PL_011_3**
- **Proposed Plans Barn A / 1131_PL_010_3**
- **Proposed Elevations Barn B / 1131_PL_013_2**
- **Proposed Plans Barn B / 1131_PL_012_2**
- **Site Plan Drainage / 1131_PL_008_2**
- **Yard Plan / 1131_PL_009_2**

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

(03) The use shall not be carried out outside the hours of 07:00 to 18:00 Monday to Friday, 07:00 to 16:00 on Saturdays and closed on Sundays.

Reason: To protect the amenities of nearby residential occupiers.

(04) No development shall commence until a 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, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

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.

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: HHP/2021/331

Applicant: Mr Craig Bonnington

Description: Retrospective application for retention of alterations and extensions which include a balcony at

Site Address: Glan Y Mor, Beach Road, Menai Bridge



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

Recommendation: Permit

Reason for Reporting to Committee

The application has been referred to the Planning and Orders committee for consideration at the request of Councillor Robin Williams

Proposal and Site

The property which is of two storey construction is situated along Beach Road in Menai Bridge and has its rear elevation and curtilage overlooking the Menai Straits. The area is characterised by a mix of predominantly traditional, densely built properties which lie within the Menai Bridge Conservation Area.

The proposal is for the creation of a first floor balcony at the rear of the dwelling house - facing the Menai Strait together with an extension to the existing ground floor terrace.

Key Issues

The key issues are;

- Compliance with planning policies
- Effect on residential amenities and character of locality

Policies

Joint Local Development Plan

Policy PCYFF 3: Design and Place Shaping

Policy PCYFF 4: Design and Landscaping

Policy AT 1: Conservation Areas, World Heritage Sites and Registered Historic Landscapes, Parks and Gardens

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

Technical Advice Note 12: Design (2016)

Planning Policy Wales (Edition 11, February 2021)

Menai Bridge Conservation Area Character Appraisal – Supplementary Planning Guidance

Circular 11/95: The use of conditions on planning permissions

Response to Consultation and Publicity

Consultee	Response
Cynghorydd Alun Wyn Mummery	No response
Cynghorydd Meirion Jones	No response
Cynghorydd Robin Wyn Williams	Call in to the planning committee
Cyngor Tref Porthaethwy / Menai Bridge Town Council	No objections
Ymgynghorydd Treftadaeth / Heritage Advisor	Comments

The application was publicised by serving of personal notifications on the owners of neighbouring properties together with the placement of an advert in the local newspaper. The latest date for the receipt of representations was the 16/03/2022. At the time of writing this report, the department had received a number of representations from neighbouring residents.

Their main concerns were:

- The submitted plans are incorrect
- Overlooking

The above concerns will be addressed within the main planning considerations section of this report.

Relevant Planning History

No planning history

Main Planning Considerations

The proposed development is for the retention of the balcony at the rear of the dwelling house which is currently under renovation at Glan y Mor, Beach Road, Menai Bridge.

The proposal entails the removal of a pitched roof and replacing with a balcony/walkway in lieu which will be leading off from the two bedrooms. The balcony projects 1 metre from the rear façade of the property and measures 7.3 metres along its rear elevation. Both of the existing picture windows will be replaced by two French doors.

Given the proximity between the balcony and the adjoining properties a 1.8 metre high screen will be installed on either end of the proposal in order to mitigate any potential impacts of overlooking. This will prevent any direct overlooking onto adjoining properties. A condition will be imposed on the decision notice to ensure that the balcony screen is installed prior to the occupation of the property and that it shall remain in perpetuity.

As part of this application, the existing terrace on the ground floor will also be extended. The area of the extended terrace will amount to approximately 6.5 metre square with no impact upon the character of the locality or upon residential amenity.

As the site lies within the Conservation Area of Menai Bridge the Senior Planning Officer (Conservation) has been consulted upon the proposal and confirmation has been received advising that no objections are raised to the proposal.

With respect to the comments raised that the submitted plans were incorrect, amended plans have since been received at this department on the 07/02/2022 which addressed the matters raised. These amended drawing were subsequently subject to further publicity.

Further concerns were raised to the proposal based on the potential for overlooking. As a result of these concerns the applicant has submitted detail which will mitigate against overlooking by way of the installation of a 1.8 metre high screen on both ends of the balcony.

As stated within the report, the rear elevation already contains two large picture windows which serve the bedrooms. These are now being replaced with two French doors which open out onto a narrow strip balcony which measures 1m in width. In order to mitigate against potential issues of overlooking the applicant has agreed to install 1.8 m high screens which the local planning authority will condition as part of any approval which may be granted to ensure that the screens are obscure and that they remain in perpetuity. Such conditions align with the requirements of Circular 11/95 'The Use of Conditions in planning permissions'

On balance therefore, it is considered that the proposed development complies with the relevant planning policies. It is not considered that the proposed development will impact adversely upon the character of the designated landscape nor upon the amenities of neighbouring properties to such a degree as to warrant its refusal. It is acknowledged that there have been objections raised to the proposal. Whilst these objections have been given detailed consideration as part of the Authority's assessment of matters it is not considered that the objections raised are sufficient reasons in themselves to justify the refusal of the application. It is considered that suitable conditions can be imposed upon the development to ensure its acceptability in land use planning terms.

Conclusion

The proposed development is considered acceptable to the Local Planning Authority.

Recommendation

That the application is permitted subject to the following conditions:

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

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

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

- **Location Plan - BR:GLANYMOR:SU03**
- **Proposed Elevation and Floor Plan - BR:GLANYMOR:PL02**
- **Proposed Site Plan - BR:GLANYMOR:PL01**

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

(03) Notwithstanding the submitted scheme, no use of the balcony shall commence until full details, samples and colour of the proposed 1.8 metre screen is submitted to and approved in writing by the Local Planning Authority. The development shall thereafter proceed in accordance with the approved details. No use of the balcony shall take place until the screen is erected. If the screening requires to be changed for whatever reason the replacement shall be of the same height, materials and in the same position.

Reason: To ensure that the development is in the interest of amenity

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

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/2021/337

Applicant: HMRC

Description: 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 (Iwan Jones)

Recommendation: Permit

Reason for Reporting to Committee

The proposed development forms part of a national infrastructure relating to the checking of goods being imported from, and exported to the European Union (EU). Members will be aware that there is a suite of applications of some significance proposed in the area and it is intended that they should all be referred to the Committee for decisions.

Proposal and Site

The proposal is to construct an Inland Border Facility (IBF). The facility would act as a location for starting and ending transit movement of goods from the EU. It would provide a physical checkpoint to conduct documentary and physical inspection checks on goods being imported from, and exported to the EU. The site has been located in a strategic position adjoining the A55 North Wales Expressway and within relatively close distance to Holyhead Port.

Some of the works have already been carried out to enable temporary IBF operations to commence since the 1st January 2022. These works include the installation of an inspection building and associated portable buildings acting as office accommodation and staff welfare which forms part of temporary buildings.

The proposal entails parking areas for HGV's and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site. The site also provides office buildings and driver and staff welfare facilities.

The majority of the application site was previously used as the Road King Truck Stop. The existing two storey building would be re used as part of the proposal. A new single storey extension would also be constructed to the south of the main building. The IBF proposes to operate 24 hours a day 7 days a week. It is anticipated that the IBF would process up to 350 HGV's over a 24 hour period.

The application site is located on a serviced industrial estate at Parc Cybi amounting to around 8.4 ha in area, approximately 1.5 km south of Holyhead town centre. The application site is bordered by vacant plots within Parc Cybi with the Premier Inn and the Welsh Government Border Control Post (BCP) site within close proximity.

The A55 is located to the north and junction 2 from the from the expressway is some 300 metres away providing a direct access via the A5153 which links to the Prac Cybi spine road thereafter to the application site. There are footpath and cycle ways located in the vicinity leading towards Holyhead town centre and bus routes.

The application site and indeed the Parc Cybi Industrial Estate is located within the Area of Outstanding Natural Beauty (AONB). Scheduled Ancient Monuments are located to the east of the opposite side of the road. There is also a Listed windmill located to the north west in Kingsland. The nearest residential properties are located to the west adjacent to the B4545 Trearddur Bay road.

Key Issues

Whether or not the proposal is justified in this location, complies with local and national policies and whether the proposal will have a detrimental impact upon the AONB, highway safety, highway network, nearby designates Scheduled Ancient Monuments, Listed Building and neighbouring residential properties.

Policies

Joint Local Development Plan

Joint Local Development Plan:

Strategic Policy PS 1: Welsh language and culture

Strategic Policy PS 4: Sustainable Transport, Development and Accessibility

Policy TRA 2: Parking Standards

Policy TRA 4: Managing Transport Impacts

Strategic Policy PS 5: Sustainable Development

Policy PCYFF 1: Development Boundaries

Policy PCYFF 2: Development Criteria

Policy PCYFF 3 Design and Place Shaping

Policy PCYFF 4: Design and Landscaping

Strategic policy PS 13: Providing Opportunity for a Flourishing Economy

Policy CYF1: Safeguarding, allocating and reserving land and units for employment use

Strategic Policy PS 19: Conserving and where appropriate enhancing the natural environment

Policy AMG 1: Area of Outstanding Natural Beauty Management Plans

Policy AMG 5: Local Biodiversity Conservation
 Strategic Policy PS 20: Preserving and where appropriate enhancing heritage assets
 Policy AT 4: Protection of non-designated archaeological sites and their setting

National Policy:

Future Wales: the national plan 2040 (2021)
 Building Better Places; The Planning System Delivering Resilient and Brighter Futures
 Planning Policy Wales (2021), Edition 11
 Technical Advice Note 5: Nature Conservation and Planning
 Technical Advice Note 11: Noise (1997)
 Technical Advice Note 12: Design (2016)
 Technical Advice Note 18: Transport (2007)
 Technical Advice Note 20: Welsh Language
 Technical Advice Note 23: Economic Development (2014)
 Technical Advice Note 24: The Historic Environment (2017)

Response to Consultation and Publicity

Consultee	Response
Cynghorydd Dafydd Rhys Thomas	No Response
Cynghorydd John Arwel Roberts	No Response
Cynghorydd Trefor Lloyd Hughes	No Response
Cyngor Tref Caergybi / Holyhead Town Council	No Response
Iechyd yr Amgylchedd / Environmental Health	No Objection to the proposed development since adequate mitigation measures are being proposed, in particular to mitigate against noise and lighting. Conditional approval recommended.
Priffyrdd a Trafnidiaeth / Highways and Transportation	Satisfied with the proposed development subject to a condition requesting a Construction Traffic Management Plan
Ymgynghorydd Treftadaeth / Heritage Advisor	Proposed development would not have a significant impact on the setting of any Listed Building
Uned Polisi Cynllunio ar y Cyd / Joint Planning Policy Unit	Comments contained within the main body of the report
Ymgynghorydd Tirwedd / Landscape Advisor	Conditions requested to ensure that an adequate landscaping scheme is submitted for approval
Swyddog Cefn Gwlad a AHNE / Countryside and AONB Officer	No Response
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	No Response
Dwr Cymru/Welsh Water	No Objection
Gwasanaeth Cynllunio Archeolegol Gwynedd Archaeological Planning Service	There are no significant archaeological implications for the proposed development.

Draenio Gwynedd / Gwynedd Drainage	No Objection. Due to the size and nature of the development it will be necessary to provide an application to the SAB for approval prior to the commencement of the building work.
The Royal Commission on the Ancient and Historical Monuments of Wales	No Response
Swyddog Llwybrau Troed / Footpaths Officer	No Response
Cadw Consultations	Proposed development would not have a significant impact on the setting of any Schedule Ancient Monuments
Uned Datblygu Economaidd / Economic Development Unit	The Economic Development function is supportive of the application and welcomes the investment and new opportunities and jobs the facility could create
Diogelu – Y Weinyddiaeth Amddiffyn / MOD Safeguarding	No Objection
Dani Robertson	No Response
Cadw Scheduled Monuments	Proposed development would not have a significant impact on the setting of any Schedule Ancient Monuments
Llywodraeth Cymru (Priffyrdd/Highways)	An updated Transport Assessment and a Risk Assessment requested. Condition also requested to safeguard the conditions of nearby slipways
Cyfoeth Naturiol Cymru / Natural Resources Wales	Conditions requested to ensure that an adequate landscaping scheme is submitted, details of external colours of buildings together with methods to address unsuspected contamination

The proposal has been advertised through the distribution of personal letters of notification to the occupiers of neighbouring properties. An advert was also placed within the local newspaper. The latest date for the receipt of any representation was the 31/12/2021. At the time of writing this report, no letters of representation had been received.

Relevant Planning History

19C842A/EIA Outline application for the mixed used development comprising of employment (B1, B2, B8) to include offices, industrial use and hotel together with the construction of a new vehicular access at Land at Ty Mawr, Holyhead - Approved 07/03/2005

19C842H - Variation of condition (05) on planning consent 19C842D so that the landscaping scheme as shown on drawing no. 2480204-0100-2401 and 2480204-0100-2400, or an alternative scheme to be agreed in writing with the Local Planning Authority, shall be implemented together with and as an integral part of the strategic landscaping for the Ty Mawr Business Park development at Ty Mawr, Holyhead – Approved - 03/12/2009

19C842P/ECON Outline application for the construction and operation of a transport hub and ancillary servicing facilities including preparatory earthworks, landscaping and associated infrastructure on land at Parc Cybi, Holyhead – Approved 05/08/2013

19C842Q/ECON Outline application for the construction and operation of a logistics depot, including preparatory earthworks, landscaping and associated infrastructure on land at Parc Cybi, Holyhead – Approved 05/08/2013

19C842R/SCR/ECON Screening Opinion for the construction and operation of a transport hub and ancillary servicing facilities including preparatory earthworks, landscaping and associated infrastructure on land at Parc Cybi, Holyhead – EIA Not Required 04/03/2013

19C842T/SCR/ECON Screening Opinion for the construction of a logistics depot, including preparatory earthworks, landscaping and associated infrastructure on land at Parc Cybi, Holyhead – EIA Not Required 04/03/2013

19C842U/ECON/DA Application for the approval of reserved matters for the construction and operation of a transport hub and ancillary servicing facilities including preparatory earthworks, landscaping and associated infrastructure on land at Parc Cybi, Holyhead – Approved 28/04/2014

19C842V/ECON/DIS Application to discharge conditions (04) (materials proposed to be used on the external surfaces of the development), (07) and (08) (scheme for comprehensive and integrated drainage of the site), (09) (timetable of archaeological works) and (10) (detailed plan and locations of mitigation measures together with the timing of their delivery and details of their future maintenance) from outline planning permission reference 19C842P/ECON on land at Parc Cybi, Holyhead - Condition (04) Discharged

19C842W/DIS Application to discharge condition (04) (samples of the materials proposed to be used on the external surfaces of the development) from planning permission 19C842P/ECON at Parc Cybi, Holyhead – Condition Discharged - 12/09/2014

19C842X/DIS Application to discharge condition (14) (details of the proposed external lighting of the site) from planning permission reference 19C842Q/ECON on land at Parc Cybi, Holyhead - Discharged 04/11/2014

19C842Y - Full application for the construction of an extension to the consented transport hub including the creation of landscaping and ecological enhancement areas on land at Parc Cybi, Caergybi - Approved 06/01/2015

19C842Z/SCR - Screening opinion for the construction of an extension to the consented transport hub including the creation of landscaping and ecological enhancement areas on land at Parc Cybi, Caergybi - EIA Not Required 25/11/2014

19C842A/1/AD - Application for the erection of signage at Transport Hub, Parc Cybi Strategic Employment Site, Holyhead - Approved 12/12/2014

19C842B/1/DEL - Application under Section 73 for the removal of condition (15) (widening of off-slips at junction 2 of the A55) from planning permission reference 19C842P/ECON (outline application for the construction and operation of a transport hub and ancillary servicing facilities) at Parc Cybi - Approved 19/02/2014

19C842C/1/MIN - Minor amendment to scheme previously approved under planning permission 19C842P/ECON in order to include HGV refuelling station at Parc Cybi, Caergybi - Approved 05/02/2015

19C842F/1 - Full application for the installation of an ancillary fuel storage/dispensary tank and associated drainage including interceptor at Roadking Truckstop, Parc Cybi, Caergybi/Holyhead - Approved 2/3/2018

19C842G/1/SCR - Screening opinion for the installation of an ancillary fuel storage/dispensary tank and associated drainage including interceptor at RoadKing Truckstop, Parc Cybi, Caergybi/Holyhead - EIA Not Required 05/12/2017

19C842H/1/DIS - Application to discharge condition (17(b)) (Welsh Language and Culture Scheme) of planning permission 19C842E/1/TR/ECON at Parc Cybi, Caergybi/Holyhead - Discharged 14/12/2017

19C842K/1/DIS - Application to discharge conditions (03) (slab levels), (06) (proposed drainage strategy), (10) (construction traffic management plan), (11)(external lighting scheme), (12) (external materials and finishes), (13) (natural stone details), (17a) (Welsh Language and Culture Scheme) and (19) (local supply chain scheme) of planning permission 19C842E/1/TR/ECON at Parc Cybi, Caergybi/Holyhead - Approved 23/5/2018.

19C842Q/1/DIS - Application to discharge conditions (18) (Local Employment Scheme) and (20) (Holyhead Tourism Scheme) of planning permission 19C842E/1/TR/ECON at Parc Cybi, Caergybi / Holyhead - Discharged 23/11/2018

19C842R/1/MIN - Minor amendments to scheme previously approved under planning permission 19C842E/1/TR/ECON so as to amend condition (13) from planning application 19C842K/1/DIS so as to amend the proposed materials at Parc Cybi, Caergybi / Holyhead - Approved 25/10/2018

FPL/2019/208 - Retrospective application for erection of a portacabin to be used as an office (Use Class B1) at Roadking Truckstop, Parc Cybi, Caergybi / Holyhead. – Approved - 04/10/2019

DIS/2019/4 - Application to discharge condition (04) (Slab Levels), (06) (Foul, surface water and land drainage scheme), (10) (Traffic management plan), (11) (Construction environmental management plan), (13) (Lighting Scheme), (14) (External elevation samples), (18) (Welsh Language Signage scheme) and (20) (Local Supply Chain Scheme) from planning permission 19C842M/1/ECON on land adjacent to Roadking, Parc Cybi, Caergybi/Holyhead. Condition Discharged / Condition Not Discharged 20/06/2019

SCR/2021/79 - Screening opinion for full planning application for the construction of an Inland Border Facility (IBF) – EIA Not Required 03/12/2021

Main Planning Considerations

Principle of Development and Planning Policy:

The proposal lies within the Parc Cybi primary safeguarded employment site. In accordance with Policy CYF 1 the site has been safeguarded for land uses which fall within the B1, B2, B8 and some suitable 'unique uses' (sui generis) use class. The site is a Strategic Regional Site within the North Wales Regional Employment Land Strategy, meaning that it is seen as a site of regional importance with a critical role in achieving regional contribution to national economic development objectives and supporting key sector development.

The proposed use of the site falls within the unique uses (sui generis) use class. As specified within Strategic Policy PS 13 (Providing Opportunities for a flourishing economy) of the JLDP some unique uses may be suitable on safeguarded employment site.

As previously noted, the site was used by Roadking as a lorry park which is similar to the proposed use. It is therefore considered that the principle of the development accords with Strategic Policy 13 and policy CYF 1 of the JLDP and the main thrust of National Policy.

Sustainability:

The application site is located on an industrial estate and comprises previously developed land. On the grounds of sustainability, Planning Policy Wales (PPW) promotes the re-use of such sites in existing settlements where there is vacant or under-used land for suitable uses.

Policy PS 5 (Sustainable Development) supports development which is consistent with sustainable development principle, where appropriate, development should “Reduce the need to travel by private transport and encourage opportunities for all user travel when required as often as possible by means of alternative modes, placing particular emphasis on walking, cycling and using public transport in accordance with Strategic policy PS 4;” (Bullet point 12, Policy PS 5)”

It is considered that the policies contained within the JLDP are consistent with national planning policy in terms of its approach to sustainable development principles. Paragraph 3.39 of PPW (Edition 11, 2021) states;

“In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. Development in these areas should embrace the national sustainable placemaking outcomes and, where possible, offer good active travel connections to the centres of settlements to reduce the need to travel by car for local journeys.”

This is further supported by paragraph 3.11 of Technical Advice Note 18: Transport, which states “Development in rural locations should embody sustainability principles, balancing the need to support the rural economy, whilst maintaining and enhancing the environmental, social and cultural quality of rural areas. Most development should be located in places accessible by a range of travel modes.”

The application site is located within the development boundary of Holyhead in which ample public facilities are located nearby. The site is serviced by pedestrian footways and cycle routes which links to other nearby public service such as the train station and port. Bus stops are located within the immediate vicinity which links to key designations across North Wales. With respect to the application site itself, both cycle parking and electric vehicle changing points are being proposed. It can therefore be concluded that the proposed development would be in accordance with PPW, TAN 18 and the JLDP, in terms of being in a sustainable location.

The Welsh Language:

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

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

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. A Welsh Language Statement is required for industrial developments which measure more than 1,000m² or employ more than 50 people.

The supporting documentation states as follows:-

“The proposal will result in the creation of over 200 new jobs. The jobs created will be open to all but HMRC will seek to encourage employment for local people residing in the local area. It is reasonable to expect however that a number of the roles available will be filled by employees from further afield.”

Criteria 2 of Strategic Policy PS1 states:-

“Requiring a Welsh Language Impact Assessment, which will set out how the proposed development will protect, promote and enhance the Welsh Language, where the proposed development is on an unexpected windfall site for a large scale housing development or large scale employment development that would lead to a significant workforce flow.”

Further guidance in relation to significant workforce flow is provided within the relevant SPG. Diagram 7 of the SPG specifies that a Welsh Language Impact Assessment will be required for a proposal, which involves 10 or more employees, and that the jobs are advertised beyond the travel to work area (Gwynedd and Anglesey). The supporting documentation suggest a requirement to employ individuals from ‘further afield’. A Welsh Language Impact Assessment has therefore been submitted to support the application.

The Council's Policy and Welsh Language Manager has assessed the application and concluded that the assessment undertaken on behalf of HMRC of the proposed development's effect on the Welsh language is adequate. The evidence base is satisfactory and includes relevant current census data about the linguistic profile of the area of influence. The area's demography and its status as a Welsh language heartland means that the need for measures to mitigate any potential negative effects on the language and Welsh speaking communities is high.

A condition is attached to the recommendation which will ensure that a Signage Scheme is submitted to ensure that all internal and external signage are bilingual in Welsh and English, with the Welsh language appearing before English in all cases.

Economic Benefits:

Future Wales - The National Plan 2040 was adopted in April 2021 and sets out a framework for planning the change and development needed in Wales over the next 20 years. It acts as a national development framework, setting the development direction of key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities. The Plan is focused on solutions to issues and challenges at a National scale.

Chapter 4 ‘Strategic and Spatial Choices: Future Wales’ Spatial Strategy’ Policy 1 ‘Where Wales will Grow’ identifies Anglesey as an area of national and international connectivity with Holyhead as a Regional Growth Area. Policy 2 ‘Shaping Urban Growth and Regeneration – Strategic Placemaking’ requires growth and regenerations in towns and cities to contribute towards building ‘sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure’.

Policy 10 ‘International Connectivity’ recognises Holyhead Port as a strategic gateway to be maintained and developed in ways which do not compromise its ability to function. The Plan recognises the importance of Holyhead Port to Anglesey and the region. It is the most direct strategic link between Wales and Ireland and therefore a major national asset and an important international gateway for freight and passengers.

Chapter 5 ‘The Regions’ identifies four regions within Wales with Holyhead and the application site falling within the North. Policy 21 ‘Regional Growth Area – North Wales Coastal Settlements’ supports sustainable growth and regeneration in the regionally important towns along the northern coast, including Holyhead. The policy requires that these areas are a ‘key focus for housing, employment, tourism, public transport and key services within their wider area’.

Technical Advice Note 23 ‘Economic Development’ (published in February 2014) acknowledges at paragraphs 1.1.1 and 1.2.5 respectively that ‘It is important that the planning system recognises the

economic aspects of all development and that planning decisions are made in a sustainable way which balance social, environmental and economic considerations.’ ‘Local planning authorities should recognise market signals and have regard to the need to guide economic development to the most appropriate locations, rather than prevent or discourage such development.’

The TAN also acknowledges at paragraph 1.3.1 that: ‘Market forces do not respect Local Authority boundaries and the planning system should steer development to the most efficient and sustainable locations. This means that strategic planning, larger than individual Local Planning Authorities, for economic development is essential.’

The proposal would result in the creation of approximately 390 temporary jobs during construction and 175 gross additional permanent jobs during operation. The jobs created would be open to all and there is an expectation that a number of roles would be filled by employees from further afield.

Notwithstanding the above, HMRC have confirmed they would seek to encourage employment for local people where possible. In addition, HMRC are committed to supporting opportunities for apprenticeships where there are opportunities to do so.

An Economic Impact Assessment has been undertaken for the scheme which has calculated that the proposal would result in a circa £240m+ investment into the UK to be centred on Anglesey. This would bring about a number of economic benefits during both the construction and operational phases of the development.

The Economic Development function of the Authority have assessed the application and are supportive of the proposed development due to investment and new opportunities and jobs being created.

It is therefore considered that the proposed development will make a significant contribution to the economic development aims set out within both National and Local development plan policies. The contribution which the proposal would make to the local economy would be significant especially when taking into account the current challenging period being experienced by North Anglesey due to job losses related to decommissioning of the Wylfa Power Station, uncertainty regarding the replacement power station Wylfa Newydd and the potential closure of local manufacturing businesses such as Rehau.

Any permission issued by the Authority will include conditions requesting that both a Local Employment Scheme and Local Supply Chain Scheme are submitted to ensure that the proposed development will benefit the local area.

Landscape and Visual Impacts:

The site is located within the Anglesey Area of Outstanding Natural Beauty (AONB). Development management decisions affecting AONB's should favour conservation of natural beauty, although it is also appropriate to have regard to the economic and social well-being of the areas (PPW, para 6.37). Development directly affecting the AONB should give great weight to conserving and enhancing the natural beauty, wildlife and cultural heritage assets of these areas. In accordance with guidance given in para 6.3.9 of PPW the statutory designation does not necessarily prohibit development, but proposals for development must be carefully assessed for their effect on those natural heritage interest which the designation is intended to protect.

Within AONBs, special consideration apply for major development proposals which are more national than local in character. Major developments should only take place in AONBs in exceptional circumstances. This may arise where after careful consideration there is demonstrated to be an overriding public need and refusal would be severely detrimental to the local economy (para 6.3.10 PPW). It is however important to acknowledge that the site is located on an established business park, which has an established sui generis use.

Strategic Policy PS19 (Conserving and where appropriate enhancing the natural environment) states that measures should be taken to manage development so as to conserve and where appropriate enhance the Plan area's distinctive natural environment, countryside and coastline. Proposals which would have a significant adverse effect on them will be refused unless the need and benefit of the development in that location clearly outweighs the value of the site or area. Furthermore policy AMG1 (Area of Outstanding Natural Beauty Management Plans) states that proposals within or affecting the setting and/or significant views into and out of the AONBs must where appropriate have regard to the relevant AONB Management Plan.

A previously noted, a vast amount of the existing Truck Stop development would be retained as part of the application. These includes the two storey building and parking areas. The proposed extension at the southern part of the existing building would measure approximately 17.6 m long by approximately 13 meters wide with a ridge height of 6.4 metres. The extension would have a link extension to the existing building. This new development is considered subservient and would be a minor feature in the overall context of the site.

Other new developments includes an inspection and drivers block which would be large low pitched shed like building together with entry and exist gatehouses.

Landscape Effects:

The application is accompanied with a Landscape and Visual Impact Assessment (LVIA). The LVIA assess the likely effects of the proposed development on the AONB, existing landscape resource and upon the range of potential visual receptors within the defined study area. The study area has a radius of approximately 2km from the site.

The Assessment has concluded that once developed, the site would become an integral part of the landscape within the wider Parc Cybi development area. The creation of site boundary features would ensure that over time, the development would merge into the receiving landscape. The site is considered to currently contribute a minor element to the intrinsic character of the wider landscape. The proposed new buildings would also be a minor element in a wider vista which in the long term is unlikely to be noticed. The Assessment concludes that at Year 1, the proposed development would have no significant adverse effects on either the landscape character or key landscape elements. In the long term the effects on landscape character would be softened further by proposed mitigation planting and the continued wider development of Parc Cybi.

The LANDMAP description of this particular area of Anglesey is provided below:

This large factory and adjacent industrial estate is on the outskirts of Holyhead, between the A5 and the railway. Its single tall chimney is a landmark seen from much of north west Anglesey, and presumably also from approaching ferries. Dense screening woodland along the A5 edge means that the works are hidden from view from the east side. From the A55 and railway, however, there are open unattractive views into the site. Small areas of agricultural and/or wild land are included where they form an important part of the setting of the development. Change detection 2014: major new retail/business developments in western part, and new business/industrial estate being developed on other side of A55 now included in this aspect areas.

The edge of the aspect area is the south west of the site, an area described in LANDMAP as High value as 'Generally quiet unspoilt rural landscape with attractive mix of rough knolls, marshy and small-scale fields, and coastal views'.

It is considered that the proposal would have slight effects on wider landscape character, with greatest effect at the site edge where views are most open.

This area of the AONB does not exhibit the remoteness or unspoilt nature of more coastal locations; however, as the site is not completely enclosed from the south west, the proposal would contribute further

to adverse effects on the designation. As noted in the submission these are not considered significant but should be addressed adequately through landscaping and other mitigation measures.

Visual Effects:

Given the pattern of the landscape and settlement, the Assessment found potential visual receptors to be limited to residential properties close to the site and road and footpath users close to the site. The visual envelope of the site is restricted by topography and mature trees and hedges in the locality. Within the envelope the proposed development is in keeping with the immediate surrounds and the greatest visual intrusion at Year 1 would be limited to receptors in the immediate surroundings. The Assessment concludes that the visual changes which would occur on site would not result in any significant effects. In the long term, the wider Parc Cybi area would be gradually developed with a range of development types. This continued built development would further reduce the impacts of the proposed development. Overall, subject to the implementation of effective mitigation planting on site boundaries, the site has the capacity to accommodate the proposed development without significant deleterious effects for the surrounding visual receptors.

Landscape Mitigation and Conclusion:

As previously explained the application comprises previously developed land on an existing industrial estate where the principle of development has clearly been established as explained in the planning history and the allocation under CYF 1 of the JLDP. These are significant material considerations which not only establish the principle of development in the AONB but are also significant economic and social well-being considerations which are appropriate for the Local Planning Authority to assess under the provisions of PPW.

It is considered that regard has been taken of these statutory requirements in terms of the use of appropriate external materials, enhancing the application site via landscaping.

The application site is positioned within an open / exposed location and the success of landscaping within Parc Cybi is only locally successful, however there are some larger areas of planting near the site.

A landscaping plan has been developed which takes into account the mitigation planting requirements set out within the LVIA. An external lighting scheme has also been submitted with the application which will be discussed in greater detail later within the report.

It is considered that these mitigation measures together with appropriate colours for the external appearance of the proposed building helps integrate the proposed development into the surrounding landscape and soften the impact upon the AONB.

An amended landscape plan has been received which provides additional planting around the site in comparison to the original plan submitted with the application. Details of external colours of the buildings have also been submitted. However, the landscape specialist together with Natural Resources for Wales has assessed these submissions and is of the view that the further details are required to ensure that the development would not affect natural beauty or affect AONB features or special qualities. As such conditions are included within the recommendation to ensure that a landscaping scheme together with details of external colours are submitted.

Ecology:

An Ecological Assessment (EA) has been undertaken for the site which accompanies the planning application. The Assessment included an Extended Phase 1 Habitat Survey, a preliminary Protected Species Survey, a building survey, a badger survey and a Great Crested Newt (GCN) survey. The site and land immediately adjacent to it are not subject to any international statutory or regional nature conservation designations or any non-statutory wildlife designations. There are no non-statutory wildlife designations within 1km of the site.

There are three designated statutory nature conservation sites within 2km of the site; North Anglesey Marine Special Area of Conservation (SAC) located 1.7km to the north and south of the site, Beddmanarch - Cymyran Site of Special Scientific Interest (SSSI) located approximately 1.4km east of the site and Tre Wilmot Site of Special Scientific Interest located over 2km to the west of the site. Given that the majority of the works proposed would be undertaken on land which has been previously developed, no direct or indirect impacts to these off site statutory nature conservation sites are predicted.

The on-site balancing pond is to be retained and would not be affected by the proposed development. The majority of boundary grass verges and scrub habitats would be maintained. It is recommended that such areas are protected by Heras fencing during development.

No evidence of badger setts was found onsite or within 30m of the site boundary. The habitats on site provide limited foraging potential for badgers. It is recommended that a pre-construction survey is undertaken to ensure the site status has not changed between the survey and works commencing on site. Any permission would need to ensure that a condition is included to ensure this is carried out satisfactorily.

The buildings and limited number of young trees and immature scrub on site have been determined to be unsuitable for roosting bats and the habitats onsite contribute a limited foraging resource for the local bat population. No GCN have been identified within the onsite balancing pond following a dedicated survey. A small population of palmate newts were found.

The onsite balancing pond may be utilised by reptile species, mainly grass snake. The former Road King building located to the north-west of the site was identified as having the potential to support discrete nesting opportunities for birds. However, no evidence of nesting birds was identified as the time of survey. The balancing pond was identified as having the potential to support low numbers of nesting wildfowl. Boundary scrub and hedgerow habitats were identified as having the potential to support nesting farmland and peri-urban bird species. This was identified as being unsuitable for ground nesting birds.

A Precautionary Method Statement (PCM) to control residual impacts to reptiles, palmate newts and nesting birds during minor sectional areas of boundary habitat removal has been developed as part of the EA and its use would be secured by the attachment of a planning condition.

Based on the above and the detailed findings of the Ecological Assessment, subject to the implementation of the recommended mitigation measures, it is considered that the development as proposed can be undertaken without detriment to the nature conservation value of the site and surrounding area, including the nearest statutory designated site.

Additional boundary landscape planting is proposed for the site which would improve habitats at the site and have a positive impact on improving and enhancing site biodiversity in line with the Environment Wales Act (2016).

Lighting:

The proposal proposes to use the site for 24 hours a day and therefore providing appropriate and sympathetic external lighting is an important factor. Although the current site was also in use on a 24 hours basis, an extensive assessment has been undertaken as part of the current application.

The Road King Truck Stop operations lights the site through a combination of floodlight mounted on 10, 15 and 22 metre high mast columns around the HGV parking area and building together with other lighting such as fluorescent luminaries with opal diffusers and hoods.

The proposed HGV parking area would be lit by 16 twin and single LED floor lights on 15 meter columns and 2 LED lanterns on 8 metre columns. The luminaries would incorporate asymmetrical forward throw optic lenses or asymmetrical street optics to avoid light spill. These floodlights and lanterns would provide the primary source of illumination at the site.

The staff car park would be lit by 7 LED lanterns on 8 meters columns. The external loading bay would be lit by 4 LED lanterns mounted on the buildings. The perimeter of the main office and proposed extension would be lit by 16 LED bulkhead luminaires mounted on the buildings. All of these lanterns would incorporate asymmetrical flood optic lenses to avoid light spill.

Although the proposed entails the use of the site on a 24 hour basis, the external light would be controlled by photocell and time clock provision with manual override so as to avoid inadvertent illumination during the hours of daylight.

The application is accompanied by a Lighting Assessment. The assessment has demonstrated that the proposed lighting scheme represents an improvement as compared to the existing scheme. The proposed lighting would incorporate specific measures to minimise light spill and this would further reduce the impacts. It concludes that the proposed scheme would minimise the visual impact on the surrounding areas and would provide a safe and secure environment for people, vehicles and the safe operation of the facility.

The Public Protection Section of the Authority have been consulted regarding the application and have concluded that the development would adopt best practice as part of the operations. It is also acknowledged that the proposal entails reducing the tallest light on site which would ensure off site spillage is kept to a minimum. The luminaires are directed down, there is zero upward illumination. All the perimeter luminaires face into the site.

It is considered that the proposed scheme would not result in light spill or light pollution which would have an adverse impact on the immediate and wider locality / local environment or the amenity of nearby residential properties. Conditions would be applied to any permission to ensure that lighting is satisfactory controlled.

Archaeology and Heritage Assets:

Within close proximity to the site lies the Trefignath Burial Chamber and Ty Mawr Standing Stone Schedule Monument. In accordance with Strategic Policy PS20 (Preserving and where appropriate enhancing heritage assets) careful consideration should be given to the impact which the proposal could have upon the setting and significant views into and out of the scheduled ancient monument and other areas or archaeological importance.

As a result of excavation work which has previously been carried out on the Parc Cybi site, it is known that the site is of archaeological importance. In accordance with policy AT 4 (Protection of non-designated archaeological sites and their importance) proposals which may have a significant adverse impact on sites that are of potential national archaeological importance and their setting will have to be assessed in terms of the intrinsic importance of the site and potential extent of harm and will require where appropriate either an archaeological assessment and or field evaluations by an archaeological body or a professionally qualified archaeologist in order to determine the archaeological impact of the proposed development. A proposal which affects locally important archaeological remains should only be granted if the need for the development overrides the significance of the archaeological remains.

Gwynedd Archaeological Trust have also assessed the application and confirm that there are no significant archaeological implications for the proposed development.

A Heritage Impact Assessment (HIA) has been submitted with the application which assesses the potential impact of the proposed development upon nearby heritage assets. The nearest assets to the application site is the Listed Windmill and two Schedule Ancient Monuments (Trefignath Burial Chamber and Ty-Mawr Standing Stone).

The HIA concludes that the proposed development will cause slight additional impact compared to the current situation. CADW together with the Authority's Heritage Section have been consulted upon the

application who concur with the conclusion of the HIA and welcome the additional proposed planting alongside the Parc Cybi Spine Road which will further mitigate the impact and replace the failed planting in this area.

Amenity and Disturbance:

Due regard should be given to the proposed adverse impact which the proposal could have on the health, safety or amenity of occupiers of local residences, other land and property uses of characteristics of the locality due to an increased activity, disturbance, vibration, noise, dust, fumes, litter, drainage, light pollution or other forms of pollution or nuisance in accordance with Policy PCYFF 2 (Development criteria) of the JLDP.

Although the current use of the site involves a lorry park which is similar to what is being proposed, careful consideration will have to be given to the impacts, in particular noise omitting from the site will have upon the neighbouring uses and residents.

The nearest residential property to the site is located approximately 250 metres to the west of the site. Other nearby residential properties are located approximately 400 metres to the south. A Premier Inn is also located approximately 130 metres to the north east of the site.

Given the distances between the site and nearest properties, combine with intervening land uses and the landscaping proposed as part of the scheme, it is considered there would be no significant loss of privacy, light or the proposed structures being overbearing features.

A Noise Assessment and Lighting Assessment have been undertaken and submitted as part of the application which assesses the potential impact the proposed development will have on the amenities of the occupants of nearest residential properties along with hotel guests.

The Noise Assessment assess the potential impact of the proposal on the surrounding areas. The noise survey was undertaken at the three nearest receptors to establish the existing acoustic climate. These included the nearby Premier Inn together with nearby residential properties to the western and southern part of the site.

Noise emission for the proposed development were modelled based on the daily number HGV movement together with other noise egress levels from plant bases sources on site to ensure that they do not exceed the typical background noise level at the nearest receptors. The assessment concluded that there would be no adverse impact from the predicted noise levels and allowing for context, noise levels would be considered low.

With respect to the HGV being stagnant at the site, the operator (HMRC) will utilise a no idling policy. In addition, electric hook up points would be provided on site for any refrigerated vehicles which may be on site for an extensive period of time and requires continuous refrigeration.

The Noise Assessment has demonstrated that the proposed development would not have any adverse impact on the noise environment at the site or within the locality.

The Public Protection Section of Authority have assessed the application and raised no objection to the proposed development. The Section are satisfied with the conclusion of the Noise Assessment together with that the orientation of the HGV bays and the fact that the applicant is adopting best practice with respect to limiting idling of HGV's.

As previously noted which was given due consideration earlier within the report, a Lighting Assessment has been submitted with the application. Given the mitigation features and design of the external lighting, it is considered that the proposed scheme would not result in unacceptable light spill or light pollution in comparison to the existing site, which would have an adverse impact on the amenity of nearby residential properties.

Conditions would be imposed as part of any approval to ensure that matters such as noise and lighting is controlled to ensure that the proposed development does not have an adverse impact upon residential amenity.

Highway:

Access to the site for all HGV vehicles would be via the exiting former Road King entrance to the east of the existing building. HGV vehicles would pass through the site to the parking and inspection areas. In total, there would be 87 HGV parking bays provided along with 20 van bays. HGV's would leave the site via the existing site exist to the south eastern corner of the site.

The existing car park for non HGV vehicles, adjacent to the existing building would be retained and extended to the north west to provide a dedicated car park for staff. Access and egress to the staff car park would be solely via an existing access to the hard the north-east from the Parc Cybi spine road. This would ensure that there is no conflict between car and HGV vehicles.

A Transport Assessment (TA) has been undertaken and submitted to as part of the application. The scope of the TA was agreed with the Isle of Anglesey County Council Highways Department as Highway Authority and with Welsh Government as the Trunk Road Authority given the adjacent A55 North Wales Expressway.

A review of the local highway network found that the roads have been constructed to a high standard and have adjoining footway and cycleway facilities local to the proposed development. An examination of highway safety records has found only four personal injury accidents in the period from 1 January 2016 to 31 December 2020. A review of the details of these accidents has identified that no existing highway safety issues exist.

As previously noted within the report, the site is considered to be in a highly sustainable location with good walking and cycling links and access to public transport.

It is noted that the Transport Assessment initially submitted was based on Traffic Survey data obtained during 2021, when Covid related restrictions were in place. As such, Welsh Government has requested that the applicant provides and update the TA with an updated Traffic Survey data to better reflect the worst-case traffic conditions for a fully operational environment. The TA shall contain projected year growth figures for the year 2032. In addition, it is also request that the TA considers the impact of development generated traffic delays upon not only Junction 2 and the mainline of the A55, but also the impact of such delays upon the Port and the local communities within the vicinity of the development.

During the time of writing this report the applicant is in the process of providing information by way of an updated TA.

Welsh Government has also request that a risk assessments is submitted for varying operational scenarios of the site including ICT issues and staff shortages. During the time of writing this report the applicant is in the process of submitting information to address this point.

Lastly, Welsh Government has request that the applicant will be required to undertake condition surveys of all on/off slip roads associated with Junction 2 of the A55. A condition is included within the recommendation to ensure that condition surveys are submitted to ensure that periodic surveying and undertaking of repair and maintenance works for the slip roads are carried timeously as prescribed in the condition surveys. The use hereby authorised should cease if such works are not done according to the prescribed timetable.

A Travel Plan (TP) has also been developed for the site which seeks to maximise the use of sustainable modes of transport by staff on their journeys to and from the site, focusing on the use of public transport,

minimising the number of private car trips made to the site, specifically reducing single occupancy trips and ensuring on-going monitoring and review of targets and measures.

Based on the above and subject to the implementation of the measures set out within the TP, it is considered that the proposed development would not have an adverse impacts on the safe and efficient operation of the local highway network.

Cumulative Highway Impacts:

The cumulative impacts of the proposed development including the construction phase is an important issue to assess in light of other existing and future development, especially major projects.

HGV parking displacement following the closure of the Road King Truck Stop is an important issue within this area of Holyhead. Plot 9 at Parc Cybi is currently being used for temporary HGV parking following the closure of Road King. It is acknowledged that a Pre Application Consultation (PAC) Report has recently been undertaken and therefore a formal application may be forthcoming.

The TA identified that the key technical area which needed to consider cumulative impacts was other developments within Parc Cybi. The TA considered a 10 year growth plus the development on Plot 9. It was concluded that the existing junction within the local area that have plenty of residual capacity to accommodate the traffic associated with the proposed development.

Other major project within the area include the Morlais scheme which will require the laying of infrastructure under the main spine road at Parc Cybi which would result in some temporary and phased disruption rather than be a specific generator of traffic in itself. The Local Highways Authority have requested that a Construction Traffic Management Plan be conditioned which will ensure that construction works is controlled and the highway network not significantly impacted by several projects being developed simultaneously.

As such, subject to conditions the proposal is considered to be in generally conformity with JLDP Strategic Policies PS4 and PS5, Policies TRA2 and TRA4, Policy 2 of the National Plan, the general policies and advice relating to transport and movement set out within Chapters 2, 3 and 5 of PPW and the guidance contained in TAN 18 and TAN 23.

Flood Risk and Drainage:

Natural Resources Wales Flood Maps identify the site as being located within Zone A where there is little or no risk from fluvial or coastal/tidal flooding (less than 1 in 1,000 years). A Flood Risk Assessment (FRA) has been submitted with the application for the site which has also confirmed that the site is not at risk of flooding from groundwater, sewers, artificial water sources or man-made and natural water features. The proposed use of the site is classified as a 'less vulnerable use'.

The FRA identified the potential for flooding from surface water either as a result of an extreme rainfall event or due to a blockage of the existing drainage network. To ensure that the risk of flooding at the site from surface water can be adequately managed, a Surface Water

Management Strategy (SWMS) and Surface Water Drainage Layout has been submitted. The SWMS seeks to manage surface water run-off to existing watercourses via attenuation ponds and private drainage systems through the use of sustainable drainage systems (SuDS) to ensure that the risk of flooding is not increased elsewhere. In addition, the FRA recommends that the thresholds of the proposed new buildings/extensions are raised and flood resilience measures incorporated into the design of all the buildings. The FRA also recommends that maintenance is also regularly undertaken to ensure that the risk of a blockage occurring within the drainage system is significantly reduced.

The drainage section have assessed the application and are satisfied with the recommendations contained within the SWMS. In addition, due to the size and nature of the development it will be

necessary to provide an application to the SAB for approval prior to the commencement of the building work.

Welsh Water has also been consulted upon the application and confirmed that domestic foul water flows can be accommodated within the public sewerage system whereas any trade effluent flows would be subject to a separate discharge consent.

Subject to the implementation of the measures which can be secured through conditions, it is considered that the risk to the site and elsewhere from flooding would remain low.

Other Matters:

It is considered unlikely that the indicated historic / previous usage of the site as fields / rough grazing and a 'Road King' hotel / lorry park (albeit with a modern fuel bunker) will have resulted in gross contamination of the site when considered for the proposed customs facility / commercial end use.

A Phase 1 Geo-Environmental Desk Study and Intrusive Ground Investigation has been undertaken for the site. Based on the detailed findings of the ground investigations the Public Protection section considers that the ground conditions would not pose a constraint to the development of the site as proposed and that the works would not have any adverse impacts in terms of environmental pollution or impacts on human health.

Natural Resources for Wales have also assessed the documentation and considers that the site to be low sensitivity with respect to groundwater. As such a condition has been recommended which requests that a remediation strategy is submitted if unsuspected contamination is exposed.

Conclusion

The site is a Strategic Regional Site within the North Wales Regional Employment Land Strategy, meaning that it is seen as a site of regional importance with a critical role in achieving regional contribution to national economic development objectives and supporting key sector development.

The re-development of the now disused truck stop for a comparable use would therefore bring about a number of benefits through the creation of jobs and the provision of a vitally important border facility. It would also prevent the site and buildings falling into disrepair and creating a blight on the landscape.

Conditions and mitigation measures being proposed will ensure that the development does not have a detrimental impact upon highway safety or the highway network.

Recommendation

That the application is approved subject to conditions and that the Committee delegate powers to the Head of Service to make any minor amendment to conditions as necessary.

(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.

(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.

(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.

(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.

(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.

(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.

(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.

(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 3 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 commenced and thereafter shall be retained and maintained for the lifetime of the development.

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

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/2021/332

Applicant: Head of Service Highways, Waste and Property

Description: Full application for coastal flood defence improvement works at

Site Address: Red Wharf Bay



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

Recommendation: Permit

Reason for Reporting to Committee

The application is submitted by Isle of Anglesey County Council.

Proposal and Site

The application is for coastal flood defence improvement works at Red Wharf Bay. The proposed works extend from Seagarth to the North to just beyond the Grade II Listed Ship Inn to the South.

Key Issues

The key issues are whether the proposal complies with relevant local development plan policies, whether the proposal is acceptable in terms of potential ecological impacts upon sensitive designated sites and

whether the proposal is acceptable in terms of design and appearance having regard to its location in a designated Area of Outstanding Natural Beauty and proximity to nearby heritage assets.

Policies

Joint Local Development Plan

Strategic Policy PS 5: Sustainable Development
 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
 Policy PCYFF 2: Development Criteria
 Policy PCYFF 4: Design and Landscaping
 Policy PCYFF 3: Design and Place Shaping
 Policy PCYFF 1: Development Boundaries
 Policy ARNA 1: Coastal Change Management Area
 Policy AMG 1: Area of Outstanding Natural Beauty Management Plans
 Policy AMG 5: Local Biodiversity Conservation
 Policy AMG 4: Coastal Protection
 Technical Advice Note 15: Development and Flood Risk (2004)
 Planning Policy Wales (Edition 11, February 2021)
 Strategic Policy PS 5: Sustainable Development
 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 20: Preserving and where Appropriate Enhancing Heritage Assets
 Policy PCYFF 2: Development Criteria
 Policy PCYFF 4: Design and Landscaping
 Policy PCYFF 3: Design and Place Shaping
 Policy PCYFF 1: Development Boundaries
 Policy ARNA 1: Coastal Change Management Area
 Technical Advice Note 5: Nature Conservation and Planning (2009)
 Technical Advice Note 15: Development and Flood Risk (2004)
 Technical Advice Note 12: Design (2016)
 Technical Advice Note 14: Coastal Planning (1998)
 Technical Advice Note 24: The Historic Environment (2017)
 Planning Policy Wales (Edition 11, February 2021)
 Anglesey AONB Management Plan 2015-2020
 The West of Wales Shoreline Management Plan (SMP) 2

Response to Consultation and Publicity

Consultee	Response
Cyfoeth Naturiol Cymru / Natural Resources Wales	Comments/advice regarding environmental consideration and protection and recommended conditions.
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Proposal is largely compliant with environmental legislation and local policy subject to appropriate pre-commencement conditions.
Swyddog Hawliau Tramwy Cyhoeddus/ Public Rights of Way Officer	Comments regarding the need to ensure that the public footpaths are protected and available during and after the works.
Cynghorydd Vaughan Hughes	No response at the time of writing the report.
Cynghorydd Ieuan Williams	No response at the time of writing the report.

Cynghorydd Margaret Murley Roberts	No response at the time of writing the report.
Cyngor Cymuned Llanfair Mathafarn Eithaf Community Council	No response at the time of writing the report.
Ymgynghorydd Tirwedd / Landscape Advisor	The proposal would not affect natural beauty, AONB features or special qualities related to landscape, subject to provision by condition of appropriate details of materials/wall appearance to assist in limiting adverse visual change to local character from the works proposed, and result in better design cohesion for this stretch of coastal boundary than at present.
Iechyd yr Amgylchedd / Environmental Health	Comments/advice regarding environmental consideration and protection.
Uned Polisi Cynllunio ar y Cyd / Joint Planning Policy Unit	Comments and advice regarding relevant policy framework and consideration of relevant environmental designations.
Dwr Cymru/Welsh Water	Comments regarding possible presence of public sewers and lateral drains and of then need to ensure access to apparatus should it be required.
Draenio Gwynedd / Gwynedd Drainage	No observations in terms of land drainage or local flood risk
Priffyrdd a Trafnidiaeth / Highways and Transportation	Construction Traffic Management Condition.
Gwasanaeth Cynllunio Archeolegol Gwynedd Archaeological Planning Service	Whilst there is some general potential in the area regarding both known inland settlement, as well as possible preserved prehistoric peats along the shorefront – the proposed developments are minimal in scope and in precise locations thought to be of limited in archaeological potential. There is no recommendation for mitigation in this instance.
Ymgynghorydd Treftadaeth / Heritage Advisor	The proposed glass panel to surmount the pre cast concrete section at Section 1 of the wall is unlikely to significantly impact the setting of the adjacent grade II listed The Ship Inn.

The proposal has been advertised through the posting of notices 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 16/02/2022. At the time of writing this report, no letters of representation had been received at the department.

Relevant Planning History

30C528 – Gwelliannau amgylcheddol ar dir yn / Environmental Improvements on land at Red Wharf Bay – Caniatu/Granted – 05.11.03

SCR/2021/72 - Barn sgrinio ar gyfer gwaith amddiffyn rhag llifogydd arfordirol yn / Screening opinion for coastal flood defence works at - Traeth Coch / Red Wharf Bay, Pentraeth - AEA Ddim ei angen / EIA Not Required - 20.01.2022

Main Planning Considerations

The application is for coastal flood defence improvement works at Red Wharf Bay. The proposed works extend from Seagarth to the North to just beyond the Grade II Listed Ship Inn to the South.

The site is located within a designated Area of Outstanding Natural Beauty (AONB) along the Wales Coast Path in a C2 flood zone and is adjacent to the Anglesey Terns SPA, within 170 metres of Trwyn Dwlban SSSI/GCR and within 850 metres of the Menai Strait and Conwy Bay SAC and Liverpool Bay Special Protection Area (SPA).

The existing coastal defences are comprised of various periods of construction and are weathered, discoloured and damaged. The existing boundaries are a mix of precast concrete, mortared stone walling with sections of metal and timber railings on top unsympathetic to the rural setting.

Much of the proposed defence works are directly adjacent path, where pedestrians and traffic have views out to the coast. There are a number of seating and amenity areas adjacent to the proposed works either for pedestrians (Section 3/4) or customers of The Ship public house (Sections 1/2). The present low wall and railings do not obstruct views out, are low and weathered so as not to be particularly noticeable from the path.

The existing wall/foreshore marks the boundary between two LANDMAP aspect areas and both are described below in terms of local character:

Inland: Pentraeth Valleys Maritime

An area of gentle, enclosed, rolling agricultural farmland with hedges and pastures, between the A5025 coast road and the coastline. The area includes a number of farms, houses and lanes. This area is most associated with its coastal setting. Rolling hills between Benllech and Red Wharf Bay village terminate abruptly in limestone cliffs and wooded embankments. Elsewhere land runs down to the salt marsh at the head of Red Wharf Bay, where the Afon Nodwydd emerges as a small, undeveloped, muddy estuary. The open seaward backdrop contrasts with an enclosing hill backdrop from nearby Llanddona and Pentraeth Forest areas. The coast forms a focus for houses and visitors. Although still retaining a rural character overall, Red Wharf Bay village modern flats and a caravan park by the headland challenge this. An isolated limestone cliff (the result of past quarrying) forms a distinctive, fortress-like landmark feature north of Red Wharf Bay village and forces the coast path inland.

Its value is noted as **High** with 'Attractive views out to Red Wharf Bay'

Coastal: Red Wharf Bay

'This is a large semi-circular bay on the east coast, including Benllech Sands at its west end. The tide goes out for more than a mile, revealing 10 square miles of sands, and comes in rapidly through a maze of channels, giving, therefore, an ever-changing view across the bay. Both Benllech Sands and the northern side, around the village of Red Wharf Bay, are popular and get crowded in the summer. From here there are very fine views across to Pentraeth Forest and Mynydd Llwydiarth, whilst from these hillsides there are spectacular panoramic views of all the bay and the coastline beyond. Along the edges of the quieter western part of the bay there are marshy areas and small dunes'.

Its value is noted as **Outstanding** as a 'Particularly attractive large bay with good views out and across, unusual, popular and only slightly spoilt in parts by adjacent holiday developments'.

Although the context is built, the setting around The Ship is more natural with the listed building more open to its maritime context.

The works will follow the alignment of the existing walls except for Section 1.

The wall/defence works would be 6.06 AOD which depending on existing road/path levels would mean that the proposed defence structures would generally be 1.2 – 1.3 metres above present levels I, although

in locations (south east of Section 3) it would be in the region of 1.7 metres high. Of the wall types proposed: Types A and C are masonry clad, with type B a glass panel on top of a pre-cast base. The height of the glass panel is proposed to be somewhere between 600cm and 1300cm tall with the scale/design dependant on others.

Section 1 of the wall commences at the PRoW/WCP steps passing through the grassed area at the front of The Ship with initially a masonry faced wall of Type A and then Type B where views of the sea open up. There is a multi-stemmed ash tree growing at the WCP edge, and leaning over the grassed area. The trees has signs of damage at the base and early ash dieback. There is a lack of clarity in the application as to whether it is proposed to retain or remove the ash tree, however, excavations proposed would be within any recommended root protection area for the tree, and while it could be retained and damaged by the works, it would be better removed and replaced.

The submitted Preliminary Ecological Appraisal (PEA) notes that mature trees (including the ash referred to above) to the west and next to Section 1 of the wall could offer bat roost potential and recommends that all trees and hedgerows be retained so that they can be available for commuting and feeding bats.

The Senior Landscape and Tree Officer has visited the site and is satisfied that the ash tree does not fall into a high Arboricultural category and will likely deteriorate further due to Ash dieback and will eventually need to be removed in any case, consequently no further appraisal/survey is deemed necessary. Nevertheless, clarification has been sought as to the feasibility of providing a replacement or any justification there may be for not replacing it in this location.

Policy PCYFF4 requires that replacements be provided for any trees lost as part of a development, unless justification can be provided to demonstrate that it is not feasible or practical. A pre-commencement condition will be imposed requiring the submission of relevant details.

In addition, the permission will be subject to a pre-commencement condition requiring appropriate bat roost inspection surveys of the tree and other coastal woodland trees along the PRoW at Section 1.

Section 2 involves the recasting of a new concrete wall on top of the existing ground level structures. There is at present no obvious enclosure between the open green space and the shore or the between the carpark and outdoor sitting area to the front of the ship. The proposed wall would incorporate a glass panel which would limit movement but maintain views out to the coast.

Section 3 is a stone wall with older railing cast into the concrete wall capping. It permits views to stopped vehicles at present with the new wall likely obscuring this to the vehicles which park to appreciate the view.

Section 4 is adjacent to a small green space with seating looking towards the bay. The wall would obscure views from the present seating. An elevated seating area is proposed, adjacent to the proposed steps incorporating a glass panel here to allow views.

Section 5 is presently metal railings (vehicle restraint system) and would be replaced with a Type C masonry wall.

Section 6 from Quay (flats) to Seagarth. The existing wall is a concrete parapet wall with a small length of timber railing on top of stone wall adjoining Seagarth. The wall would incorporate the existing access to the beach which allows walker to use the coastal section of the Wales Coast path at low tide.

There is a lack of detail in relation to proposals for landscaping and seating areas adjacent to sections 2, 3 and 4, however conditions can be imposed to require the submission of such details.

Policy PS5 of the JLDP relates to Sustainable Development and criterion 8 states that proposals should manage flood risk.

Policy ARNA1 of the JLDP relates to Coastal Change Management Area and states that proposals for new or replacement coastal flood defence schemes will only be permitted where it can be demonstrated that the works are consistent with the management approach for the frontage presented in the Shoreline Management Plan (SMP), and there will be no adverse impact on the environment.

In the SMP 2 this area falls within Policy Unit PU19.12 (Porthllongdy) which for the first 2 epochs i.e. until 2025 and from 2026 until 2055 has a policy of Hold The Line (HTL), for the third epoch 2056 up to 2105 the position will be Managed Realignment (MR). The Summary of Preferred Plan Recommendations and Justification for PU19.12 (Porthllongdy) in SMP 2 states:

“...Along the Porthllongdy frontage the intent within the plan would be to maintain defence over epochs 1 and 2 but for some realignment in epoch 3 to develop a more sustainable management of access and use of the area. The plan would not preclude local private defence to the north of the main access subject to normal approvals...”

In light of the HTL position for the first two epochs, which covers the JLDP period, this area was not contained within Appendix 6 of the Plan as forming part of the Coastal Change Management Area. In light of this the principle of this development can be supported under policy ARNA 1.

Planning Policy Wales (PPW) (Edition 11 Feb 2021) states in paragraph 6.5.15 that the construction of sea defences can potentially transfer the risks of erosion elsewhere which should be avoided. Paragraph 6.5.20 states that account should be taken of all potential environmental effects, both on and off-shore with coastal defence works. Paragraph 6.6.24 refers to Development Advice Maps allowing authorities to take a strategic approach to flood risk together with flood consequence assessments to understand the cumulative effects of a development. Whilst paragraph 6.6.28 states:

“6.6.28 New or improved flood defences in coastal and/or riverside locations should be carefully planned, ensuring all potential environmental effects, both on and off-shore, and relevant Shoreline Management Plan policies are taken into account. Flood defence works can provide opportunities to achieve wider social, economic and environmental benefits, which should be maximised where possible. Nature based solutions should be the first consideration given the opportunity to deliver other multiple benefits, including habitat creation, biodiversity enhancement and water quality improvements. Overall, green infrastructure opportunities can benefit ecosystem resilience and provide opportunities for leisure facilities or renewable energy generation.”

Policy PS 19 of the JLDP states that the Council's will manage development so as to conserve and where appropriate enhance the Plan area's distinctive natural environment, countryside and coastline, and proposals that have a significant adverse effect on them will be refused unless the need for and benefits of the development in that location clearly outweighs the value of the site or are and national policy protection for that site and area in question. When determining a planning application, consideration will need to be given to the relevant policy criteria:

- Safeguard the Plan area's habitats and species, geology, history, the coastline and landscapes;
- Protect or where appropriate enhance sites of international, national, regional and local importance and, where appropriate, their settings in line with National Policy;
- Have appropriate regard to the relative significance of international, national or local designations in considering the weight to be attached to acknowledged interests, ensuring that any international or national responsibilities and obligations are fully met in accordance with National Policy;
- Protect, retain or enhance the local character and distinctiveness of the individual Landscape Character Areas (in line with policy AMG 2) and Seascape Character Areas (in line with policy AMG 4).

Policy AMG1 requires that proposals within or affecting the setting and/or significant views into and out of the Areas or Outstanding Natural Beauty must, where appropriate, have regard to the relevant Area of Outstanding Natural Beauty Management Plan which notes:

CCC 3.1 All development proposals within and up to 2Km adjacent to the AONB will be rigorously assessed to minimise inappropriate development which might damage the special qualities and features of the AONB or the integrity of European designated sites.

CCC 3.2 All new developments and re-developments within and up to 2Km adjacent to the AONB will be expected to adopt the highest standard of design, materials and landscaping in order to enhance the special qualities and features of the AONB. Proposals of an appropriate scale and nature, embodying the principles of sustainable development, will be supported.

Policy AMG 4 relates to coastal protection and states that in considering a proposal on the coast, including the Heritage Coast, there will be a need to ensure that the proposal conforms to the following criteria:

- The development due to its nature must be located on the coast, or in open estuaries, or nearby, and that there is an overriding economic and social benefit from the development
- It does not cause unacceptable harm to:
 - Water quality
 - Public access considerations
 - The built environment, or the landscape or seascape character
 - The areas biodiversity interests (including European Protected Areas such as marine Special Areas of Conservation and Special Protected Areas) due to their location, scale, form, appearance, materials, noise, or emissions or due to an unacceptable increase in traffic.
- Priority is given to locations with a close visual connection to current buildings or existing structures
- There are no suitable alternative locations on the coast that have been developed.
- That the development is consistent with other policies within the Plan including Policy ARNA 1.

Policy PCYFF3 of the JLDP relates to Design and Place Shaping and requires that all proposals will be expected to demonstrate a high quality design which fully takes into account the natural, historic and built environment 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 to all relevant policy criteria:

1. 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;
2. It respects the context of the site and its place within the local landscape, including its impacts on important principle gateways into Gwynedd or 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;
3. It utilises materials appropriate to its surroundings and incorporates hard and soft landscaping and screening where appropriate, in line with policy PCYFF4;
6. Its drainage systems are designed to limit surface water run-off and flood risk and prevent pollution.

The proposed wall and panels would be taller than the existing boundary structures and as such would become a more noticeable feature along here. It would reduce some of the openness between the existing path and Traeth Coch however it is not considered that it would affect pedestrian views from the Wales Coast Path to more than a minor degree.

It would have effects on the immediate character of the area reducing somewhat the sense of naturalness and restricting easy movement between the path/grassed/seating area and the beach where it is currently

accessible. The glass enclosure sections will retain some of the openness and reduce, as noted in the submission, the potential for the defences to appear overwhelming.

The works propose some reuse of existing stone and local stone to match existing. The existing walls are informal and without any distinct style with functional railings of different periods and styles. There is an opportunity to introduce a more harmonious appearance to the walled sections while maintaining a more random rubble appearance subject to a condition requiring the submission of more detail on the stone to be used and the size and appearance of the panels which on sections 3-6 and further details for the proposed seating area.

On balance it is not considered that the proposal would affect natural beauty, AONB features or special qualities related to landscape subject to conditions regarding appropriate details of materials/wall appearance to assist in limiting adverse visual change to local character from the works proposed, and result in better design cohesion for this stretch of coastal boundary than at present.

The Submitted Water Framework Directive (WFD) confirms that a Construction Environmental Management Plan (CEMP) will be prepared following contractor appointment to ensure pollution prevention is effectively captured. Mitigation measures are suggested or proposed within the various submitted reports, including high-level overview of the proposed development and pollution prevention measures. The permission will therefore be subject to a pre-commencement condition requiring the submission of a detailed CEMP.

The application is also accompanied by a Flood Consequence Assessment. NRW have reviewed the FCA and agree that the proposed scheme will offer a significant improvement for tidal flood protection to the residential, commercial properties along with the infrastructure which will benefit from these works.

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 impact upon the character and appearance of the listed building and designated AONB 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) No development shall commence, including site clearance, until Bat Roost Inspection Surveys of the mature ash tree adjacent to the Ship Inn and coastal woodland trees along the PRoW in Section 1 have been submitted to and approved in writing by the Local Planning Authority. The Surveys shall be undertaken by a suitably qualified Ecologist and shall include recommendations and mitigation as appropriate. The works shall thereafter be carried out in accordance with the approved details.

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

(03) No development shall take place until details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. These details shall include:

- i) A statement setting out the design objectives and how these will be delivered;**
- ii) earthworks showing existing and proposed finished levels or contours;**
- iii) means of enclosure and retaining structures;**

- iv) other vehicle and pedestrian access and circulation areas;
- v) hard surfacing materials;
- vi) minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, etc.), and

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with tree and grass establishment); schedules of plants noting species, plant supply sizes and proposed numbers/densities where appropriate; an implementation programme (including phasing of work where relevant).

The development shall be completed in accordance with the approved details.

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

(04) No development or phase of development, including site clearance, shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- **Construction methods:** details of materials, how waste generated will be managed;
- **General Site Management:** details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- **Biodiversity Management:** invasive species management; species and habitats protection, avoidance and mitigation measures.
- **Sediment Management:** details of excavation, storage and amelioration for re-use.
- **CEMP Masterplan:** details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures.
- **Control of Nuisances:** details of restrictions to be applied during construction including timing, duration and frequency of works; details of measures to minimise noise and vibration from piling activities, for example acoustic barriers; details of dust control measures; measures to control light spill and the conservation of dark skies.
- **Resource Management:** details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use
- **Traffic Management:** details of site deliveries, plant on site, wheel wash facilities. In particular, information on how the shingle ridge will be protected from site traffic accessing the seaward side of the proposed works
- **Pollution Prevention:** demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- **Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details**
- **Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.**

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason: To ensure necessary management measures are agreed prior to commencement of development or phase 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.

(05) No development shall commence until a Biodiversity Enhancement Statement that demonstrates biodiversity enhancement proportionate to the impacts, nature and scale of the development has been submitted to and approved in writing with the local planning authority or

as part of the CEMP required under condition (04) above. The development shall be completed in accordance with the approved plan.

Reason: To ensure compliance with JLDP policies PS19 and AMG5 and Section 6 duty of the Environment (Wales) Act 2016.

(06) The works hereby approved shall be carried out between the months of October and March.

Reason: In the interests of wildlife protection.

(07) 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.

(08) The commencement of the development shall not take place until there has been submitted to and approved in writing by the Local Planning Authority, an Operational Management Plan (OMP). The OMP shall detail the measures to safely manage works and development on and near publicly accessible land. It shall include:

a) Details of measures to reduce as far as practical interference with public rights of way and public access and detail how public safety during the construction period will be maintained;

b) Details of measures to prevent unsafe public access to construction areas

Reason: In the interests of public safety

(09) No development shall commence until full details and/or samples of the materials proposed to be used in the construction of the flood defence wall including details of its final appearance and finish (glass panels, local building stone to be used, coursing of stone work, pointing and wall capping) have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance of the development

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

- **Location Plan: 6991/LP/1000 Rev C**

- **Proposed Drainage Details FCA: 6991/DR/5000**
- **Section 1 General Arrangement: 6991/GA/2001**
- **Section 2 General Arrangement: 6991/GA/2002**
- **Section 3 General Arrangement: 6991/GA/2003**
- **Section 4 General Arrangement: 6991/GA/2004**
- **Section 5 General Arrangement: 6991/GA/2005**
- **Section 6 General Arrangement: 6991/GA/2006.1**
- **Section 6 General Arrangement: 6991/GA/2006.2**
- **Preliminary Ecological Appraisal, Version 0.02, YGC**
- **Water Framework Directive, Version 0.03, YGC**
- **Habitat Regulations Assessment, Version 0.02, YGC**
- **Design & Access Statement, Version 0.02, YGC**
- **Flood Consequences Assessment, Version 1.00, YGC**

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

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.