

# 7.1

## Gweddill y Ceisiadau

## Remainder Applications

Rhif y Cais: **20LPA962/CC** Application Number

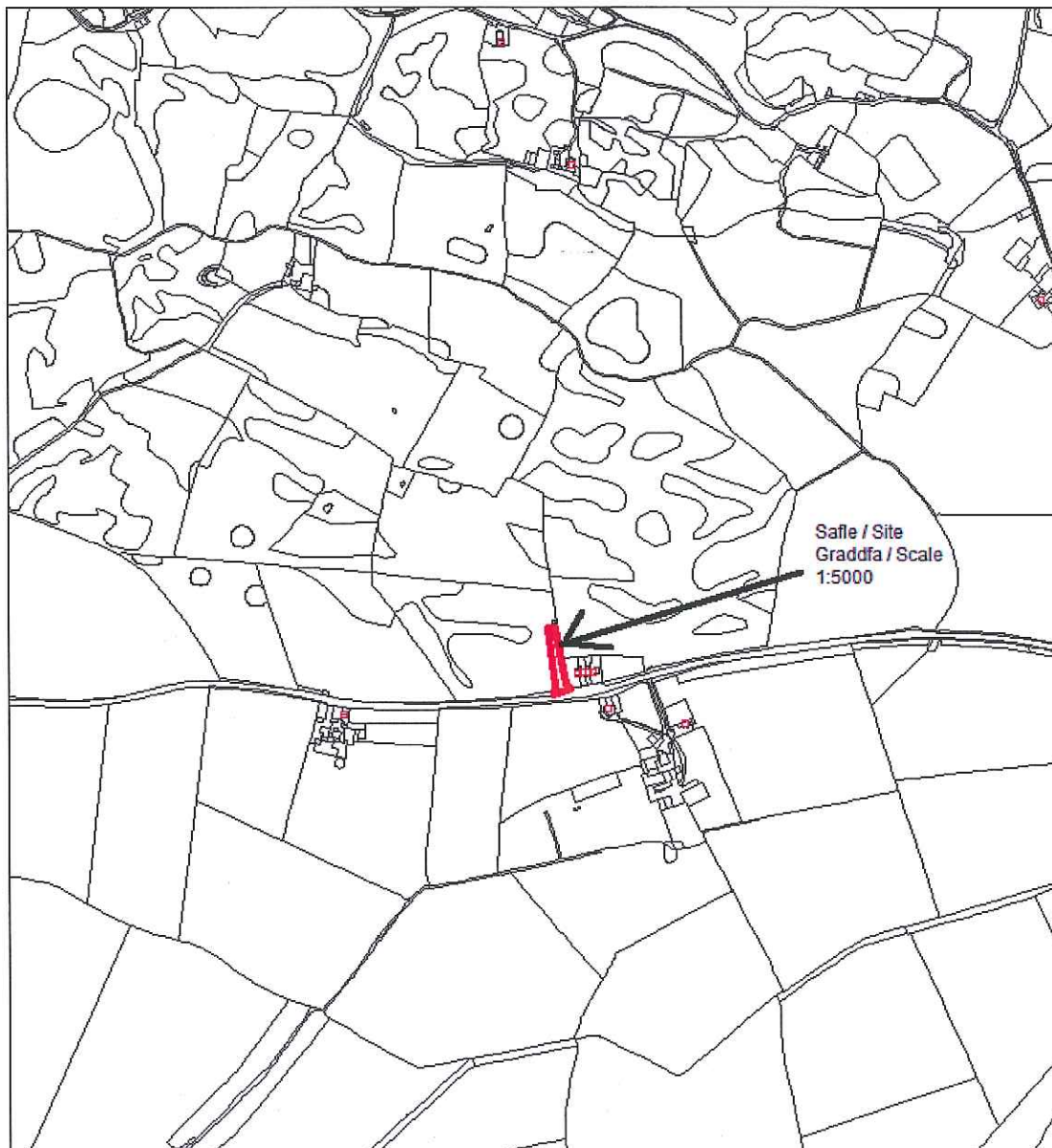
Ymgeisydd Applicant

**Head of Service (Property)  
c/o Dafydd Edwards  
Isle of Anglesey County Council  
Llangefni  
Ynys Mon  
LL77 7TW**

Cais ol weithredol ar gyfer y trac cafodd ei wneud yn ddiweddar ynghyd a gwelliannau i'r fynedfa bresennol ar dir gyferbyn a

Retrospective application for the recently constructed track together with improvements to the existing access on land opposite

Fron Heulog, Cemaes



**Planning Committee: 31/07/2013**

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

**Recommendation:**

Permit

**Reason for Reporting to Committee:**

The application is reported to the committee because the Isle of Anglesey Council is the applicant and land owner.

**1. Proposal and Site**

The application relates to land in Betws adjacent to the A5025 which is within the Area of Outstanding Natural Beauty. To the east there are existing residential properties at Tai Betws and a lay-by.

The planning application is made for the following:

- Alterations and improvements to an existing agricultural vehicular access onto the A5025.
- Retention of a stone track agricultural access, set back from the public highway.

The proposed agricultural vehicular access onto the A5025 is on land owned by the Isle of Anglesey Council Smallholdings Department. It would serve agricultural land within the ownership of the council at Fronheulog and that of third party at Clafdy. Fronheulog amounts to a total land holding of 89.04 acres, with 42.02 acres being situated to the north of the A5025 and being accessible by this agricultural access. The Clafdy holding accessible via the agricultural access amounts to an area of around 24 acres.

The stone track access is on land that the council have agreed to sell to the owners of Clafdy as an access since 2011, since the committee visited the site it is understood that the sale has moved to completion.

The previous access to Clafdy was via a right of way from the A5025 to the west over the council's agricultural land at Fronheulog, a relative of the applicant was previously an agricultural tenant on part of this land. This access no longer exists because it was stopped up when the council amalgamated two agricultural holdings into the Fronheulog agricultural holding in 2012.

In support of the planning application the applicants have submitted a report which details the background and makes submissions as regard highway safety.

**2. Key Issue(s)**

- Highway Safety.
- Amenity
- Landscape Impact.

**3. Main Policies**

**Gwynedd Structure**

D1 (AONB)

D4 (Environment)

FF1 (Increase Traffic Generation)

**Ynys Mon Local Plan**

1 (General Policy)

30 (Landscape)

**Stopped Ynys Mon Unitary Development Plan**

GP1 (Development Control Guidance)

GP2 (Design)

EN1 (Landscape Character)

EN2 (Area of Outstanding Natural Beauty)

## Planning Policy Wales

### Technical Advice Note 18 Transport

#### 4. Response to Consultation and Publicity

**Community Council** No observations received at the time of writing, but they have been provided with a 21 day period commencing 15.07.13 to make observations on the report on background and highway safety submitted by the applicant.

**Councillor William Thomas Hughes** I write as local member to request a site visit regarding this planning application. Concerns - the on-going problems with the A5025. Inconsistencies with information given.

**Highways** Conditional permission.

**Drainage** Informatives listed.

Two letters received each signed occupiers of the adjacent properties at Tai Betws, and objecting to the planning application on the following grounds:

- Numerous letters have been written to the Highways Department in an attempt to get a speed restriction on this part of the A5025 due to the highly dangerous brow of a hill and the speed of some drivers at this point.
- The situation is so dangerous that permission to build a garage for the vehicles of 1 Betws adjoining the application site was refused because the access was considered too dangerous and that there is a double white line in the middle of the road in this location.
- Access to Fron Heulog field has always been there, and been no problem for the farmer at Fron Heulog, so why now does there have to be a process of applying for planning permission for a new road to Clafdy that has to the writer's knowledge been constructed before permission was applied for.
- Why make a new road when there has always been an access to Clafdy on half a mile west of this point.
- To increase the traffic by adding another farm to the access of Fron Heulog's field is ludicrous, more danger to speeding traffic in the road, and much more life threatening to all.
- The four houses at Tai Betws have a septic tank in the field in question, the tank is serving four properties & the new road has been constructed over the sewage pipe that feeds the tank. Nobody asked our permission to construct the road over this pipe. Who takes liability for any damage to that pipe through heavy machinery being driven over it who do we approach or take the blame for any damage?
- Request that the planning application is refused.
- The track was constructed before planning permission was applied for.
- No easement has been granted to construct the track over the sewage pipe serving Tai Betws.
- The following sections of the report submitted in support of the planning application is incorrect.
- (Paragraph 2) Clafdy should not be accessed through Fron Heulog as planning permission for the track has not been granted, adding more traffic and the movement of animals to an already dangerous position is unacceptable.
- (Paragraph 6) If the access via Rhos-Isaf field is dangerous with bad visibility, how did the previous tenant use it on a daily basis with no problems. There is more visibility at this access point than Fron Heulog.
- (Paragraph 7) Clafdy house and outbuildings could be renovated. Clafdy is not land locked , it has always had an access.
- (Paragraph 8) There is no herd crossing daily as there is no longer a dairy farm.
- (Paragraph 9) Not once while living alongside the access have we (the adjacent occupiers) seen a traffic hazard due to farm machinery or from farm animals.
- (Paragraph 10) The supporting report states that the tanker emptying the septic does so from the carriageway causing danger to the operator and other road users. The residents state that they have never seen a tanker driver emptying the tank from the road. The tanker has always parked in the field alongside the house. The fence erected hinders the emptying of the septic tank.
- Llanbadrig Community Council have not been notified.
- Proposal should not be passed as an improvement to a track which should not be there.

## **5. Relevant Planning History**

No material planning history.

## **6. Main Planning Considerations**

### **Highway Safety**

In support of the planning application the applicants have submitted a report which makes the following submissions as regards highway safety.

- The council agreed to sell the access track to Clafdy due to it being considered a safer option than allowing the family to continue using the route through Fronheulog. The Fronheulog access with the A5025 is extremely dangerous due to the land being lower than the road restricting visibility to the near side when coming out with a vehicle onto the highway.
- Clafdy comprises agricultural land with no dwelling present.
- There has been an existing access in this position for many years which was previously used twice daily in summer months to cross a dairy herd for milking.
- The existing junction results in farm and other vehicles having to stop on the A5025 before they can access the land resulting in danger, whereas the proposal provides a pull in area.
- The submission concludes that the safety of users of the highway and the access will be improved as a result of the development.

The applicant's report has been objected to and questioned by the objectors as detailed in the relevant section of this report. The objections have been forwarded to the council's Highways Section.

The council's Highway Officer has assessed the applicant's submission, and the points made in the objections and the proposal is considered to be acceptable. The improvements to the existing agricultural access will facilitate any agricultural vehicles exiting and entering the site. The existing access has been in use for many years without any reports traffic incidents. The visibility towards Cemaes Bay is substandard at present however as the applicant has control over the land the highway authority have imposed planning conditions to achieve a the visibility splay of 2.4x215m.(towards cemaes) The visibility towards Amlwch is not fully achievable ,however the modifications to the access would be an improvements over the existing situation. Therefore the improvements that are to be achieved would enhance road safety.

It should be noted that the landowner could utilise the existing access without any improvements to the access.

### **Amenity**

The new access track abuts the western boundary of 1 Tai Betws which comprises a wall & some hedging. It is not considered that the formation of an access track for the area of land described in the submission would unacceptably affect the visual amenity of the adjacent property. Neither is it considered that the passage of vehicles to the third party agricultural land described previously would affect amenity in terms of noise and general disturbance.

### **Landscape Impact**

The development is located in an area forming part of the Area Of Outstanding Natural Beauty. The track & fencing are typical agricultural features on agricultural areas of Anglesey. The proposed track also follows and existing field boundary and hedge along its eastern boundary to the third party agricultural land to the north. It is not considered that the development materially affects the character or appearance of this part of the Area of Outstanding Natural Beauty.

### **Other Issues**

The future liabilities and responsibilities in relation to the pipe and septic tank is not a material planning consideration in this instance. The objection letter has been passed to the relevant section of the council.

As explained in the introduction of the report part of the development has commenced but this is not an offence and the application should be considered on its merit irrespective of the commencement of development.

## 7. Conclusion

The principal consideration in this instance is highway safety, and the council's Highways Section are satisfied with the proposal subject the improvements to the access and a visibility splay of 215 meters being provided in the western direction towards Cemaes. A 21 day consultation period and been provided to the community council and the recommendation requests delegated powers to approve the planning application following this period.

## 8. Recommendation

That delegated powers are granted to officers to **permit** the application subject to the following conditions upon the expiry of the 21 day consultation period and receipt of any comment from the community council:

**(01) Within 3 months of the planning permission hereby approved (or any other date as may be approved in writing by the local planning authority) the access shall be laid out and completed strictly in accord with drawing reference HP236-A3-04 received 13.07.12 (or any other drawing as may be approved in writing by the local planning authority) and thereafter shall be retained and kept free from permanent obstruction and used only for access purposes.**

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

**(02) No other part of the development shall commence until a visibility splay has been provided in the westerly direction from the access between a point 2.4 meters along the centre line of the access measured from the edge of the carriageway and a point 215 meters along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free from any obstruction exceeding 1.0 meters in height above the nearside channel level of the carriageway.**

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

**(03) No surface water from the development hereby approved shall discharge onto the highway.**

Reason: To minimise danger and inconvenience to highway users.

## Informatives

The Highway Authority shall not be responsible for any road surface water entering the site as the result of the development.

Any adjustments, resiting and/or protection of any statutory services in the highway shall be his responsibility and carried out at his own expense.

The footway and/or verge crossing required in connection with this development shall be carried out at his expense by the Highway Authority, their Agents or other approved Contractor before the access is brought into use and completed before the use is commenced.

If he/she chooses to carry out the work himself/, the Applicant should be advised to apply in writing to the Corporate Director of Highways, Transportation and Property for the necessary consent, as required under Section 171 of the Highways Act, 1980 to carry out work within the highway for the formation of the footway and/or verge crossing.

The applicant should ensure that no land drainage systems or ditches are obstructed as a consequence of the development. Care should also be taken to ensure that the proposed works do not conflict with the non-mains drainage system which serves the Betws Council houses

## 7.2

### Gweddill y Ceisiadau

### Remainder Applications

Rhif y Cais: **34LPA121Q/CC** Application Number

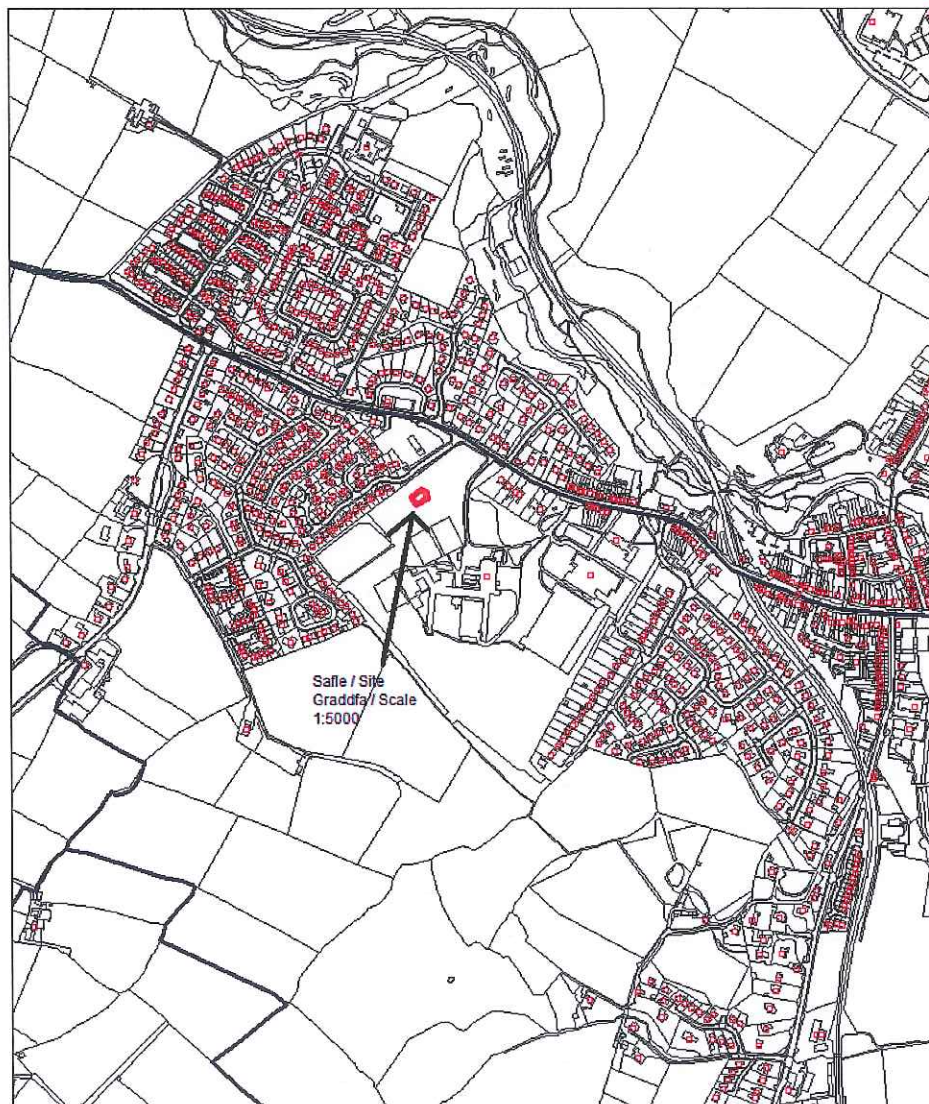
Ymgeisydd Applicant

**Director of Education  
c/o Gareth Thomas  
Property Services  
Cyngor Sir Ynys Mon  
Council Offices  
Llangefni  
Ynys Mon  
LL77 7TW**

Codi uned i gadw boiler biomass llosgi peledi coed yn gystylltiedig a'r ysgol newydd sydd yn cael ei chodi ar dir yn

Installation of a biomass wood pellet boiler unit in connection with the new school to be erected on land at

Ysgol Gyfun Llangefni, Llangefni



**Planning Committee: 31/07/2013**

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

**Recommendation:**

Permit

**Reason for Reporting to Committee:**

The application is reported to the Planning Committee because the Isle of Anglesey Council is the applicant and the landowner.

A committee site visit was carried out on 19<sup>th</sup> June, 2013

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

The application relates to the re-located Ysgol y Bont which is currently under construction at Ysgol Gyfun Llangejni. Planning permission has already been granted for a biomass wood boiler in connection with the school, with a flue height of 11.5 meters. As part of this planning application the proposed flue would be increased in height by 3.5 meters to 16 meters. The proposed flue would be a green powder coated colour.

This is a revised full planning application for a wood pellet biomass boiler unit. The proposal would entail the siting of a steel container (12 m by 3.7m by 3.5m high) centrally within the site which would be clad to match the existing school. Wood pellet fuel would be stored within the container.

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

- Principle of Development
- External appearance and relationship with its surroundings.
- Amenity & health issues

### **3. Main Policies**

#### **Gwynedd Structure Plan**

C7 (Renewable Energy)  
C8 (Energy Conservation)  
D4 (Siting Location and Design)  
D20 (Pollution)  
D29 (High Standard of Design)

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

1 (General Policy)  
42 (Design)  
45 (Renewable Energy)

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

GP1 (Development Control Guidance)  
GP2 (Design)  
EP18 (Renewable Energy)  
SG8 (Air Quality)

#### **Planning Policy Wales (2012)**

#### **Technical Advice Note 8 Renewables (2005)**

#### **Technical Advice Note 12 Design (2009)**

#### **Technical Advice Note 22: Sustainable Buildings (2010)**

**Practice Guidance: Planning for Renewable and Low Carbon Energy - A Toolkit for Planners', Welsh Assembly Government (2010)**

## **Practice Guidance Planning Implications of Renewable and Low Energy (February 2011)**

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

**Councillor Bob Parry** No formal response received at the time of writing.

**Councillor Dylan Rees** I am aware that installation of the biomass boiler unit was previously approved on 02.08.12 and at that time the flue height was intended to be 11.5m. This further application seeks to increase the flue height by a further 3.5m to 16m. I have two concerns in relation to this application which are as follows:

Firstly I want to be satisfied that there will be no harmful emissions caused by this boiler unit to local residents and would like to know exactly why it is necessary at this late stage to increase the height of the flue by 3.5m. I am aware that you have requested a report from the Chief Environmental Health Officer on the impact of this proposed application but at this stage his response is not known.

Secondly I am concerned about the visual impact that increasing the height of the flue will have on neighbouring residents. You will be aware that numerous local residents have complained about the size of the new school which has greatly affected the surrounding landscape. Whilst at this stage you have only received one written objection I know, from talking to local residents, that many are extremely unhappy with the overall design. To what extent, if any, will increasing the height of the flue be a further blot on the landscape?

I believe that it is very important that the Planning Committee takes the above issues into consideration, especially taking into account the general controversy that surrounds biomass heating systems. In order that the Planning

Committee can therefore make as informed decision as possible in respect of this application I want to formally request that they first carry out a site visit.

**Councillor Nicola Roberts** No formal response received at the time of writing.

**Town Council** No formal response received at the time of writing.

**Highways** No recommendation on highway grounds.

**Drainage** – No comments.

**Environmental Services** – No objections but wishes to agree the number and location of NO<sub>2</sub> diffusion tubes once the biomass plant is operational via planning condition.

**Ecological and Environmental Adviser** – No ecological comments.

**Natural Resources Wales** – We have no objection in principle to the proposed development; however, have the following comments for consideration:

Appliances that have a net rated thermal input between 0.4MW and 3 MW will require an environmental permit from the Local Authority. All waste wood used in the appliance should be clean and untreated, with all wood securely stored to reduce the risk of leakages. The ash resulting from the incineration will continue to be regulated as waste and must be recovered or disposed of in accordance with waste legislation.

**MOD Safeguarding** – No formal response at the time of writing.

Two letters received objecting to the development on the following grounds:

- Concern expressed that the prevailing winds from the south west will carry smell and fumes which would have an unacceptable effect on the amenities of occupants of adjacent properties.
- A relative of the writer suffers from Asthma and any noxious fumes/reduction in air quality will affect their daily life.
- Concerned about large windows in the school overlooking their property.
- Queries why the school need to be so large and high.
- Objector states that they were not notified of changes to the school.



## **5. Relevant Planning History**

**34LPA121M/CC/ECON** Re-location of Ysgol y Bont from Llangefni Industrial Estate onto the Ysgol Gyfun Llangefni Campus. Works to include the construction of a new Special Educational Needs School, together with relevant enabling works including the re-location of playing field, car park, modifications to site entrance and covered games area Granted conditionally 18.10.11.

**34LPA121N/CC** Variation of conditions (06) and (07) of planning permission 34LPA121M/CC/ECON Conditionally granted 03.08.12.

**34LPA121P/CC** Installation of a biomass wood pellet boiler unit in connection with the new school Conditionally approved 02.08.12.

## **6. Main Planning Considerations**

### **Principle of Development**

The principle of renewable energy development and energy conservation accords with the policies listed above subject to detailed consideration below.

### **External Appearance and Relationship with its Surroundings**

As detailed previously planning permission has already been granted for a biomass boiler with a flue of up to 11.5 meters in height. The applicants have confirmed that the flue needs to be increased in height to 16 metres to be clear of any turbulence caused by wind to enable the exhaust gases from the boiler to disperse without causing nuisance or harm taking into account the proximity and height of adjacent buildings.

The flue is a relatively slim structure but it would be prominent by virtue of the 16 meter height. Having regard to the fact that planning permission has been granted for a flue of 11.5 meters in height it is not considered that the increase in height would be unacceptable in the context of the overall school development within an urban area.

### **Amenity & Health Issues**

The applicants have confirmed that there will be visible smoke from the flue each time the boiler ignites from cold until fully efficient combustion is achieved after 10 - 20 minutes. This will occur during the mornings at around 7am. The boiler may also need to re-ignite during the day – depending on consumption within the school and external weather conditions. In addition they have confirmed that the selection of wood pellets as a fuel for the biomass boiler's due to its cleaner burning properties and it's much finer particulate matter and for providing more efficient combustion. No objections are raised by the council's Environmental Services Section subject to the conditions recommend.

It is not considered that the development will unacceptably affect the amenities of any adjacent properties in terms of outlook.

### **Other Issues**

Some of the objections received relate to the school development which is not subject to this planning application and have been responded to separately.

## **7. Conclusion**

Though the flue will be prominent by virtue of its 16 meter height this is considered acceptable in this location. No objections are raised by the council Environmental Services on health grounds and it is not considered that the amenities of any residential properties will be affected in terms of outlook.

## **8. Recommendation**

That the planning application is approved subject to the following conditions:

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

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

**(02) An air quality assessment using Nitrogen Dioxide Diffusion Tubes shall be undertaken and submitted in writing to the local planning authority within 12 months and 24 months of the commencement of the operation of the development hereby approved “the monitoring”. The results of “the monitoring” shall be approved in writing by the local planning authority. Where “the monitoring” indicates a significant negative impact on air quality a scheme of mitigation including a timetable for the implementation thereof shall be included with the results of “the monitoring” ‘significant negative impact on air quality’ means a breach of any air quality standard.**

Reason To demonstrate that the stack height of the biomass boiler is sufficient to prevent emissions having a significant negative impact on air quality objectives for nitrogen dioxide (NO<sub>2</sub>).

**(03) The biomass boiler hereby approved shall not be installed until the following has been submitted to an approved in writing by the local planning authority:**

- **Evidence to demonstrate that the boiler has been tested and certified as an exempt appliance.**
- **Technical specifications for the biomass boiler.**
- **A written schedule of maintenance (“maintained”), which shall include removal of ash, inspection and maintenance of particulate arrestment equipment, boiler servicing and stack cleaning.**

**The biomass boiler hereby approved shall be installed and maintained in accord with the details to be approved under the provisions of this condition unless otherwise approved in writing by the local planning authority.**

Reason To prevent emissions having a significant negative impact on air quality.

**(04) The biomass boiler hereby approved shall only be fuelled with wood chip sourced from virgin timber or clean wood pellets that comply with a recognised fuel standard. The quantity of wood pellets to be used on an annual basis and the fuel specification of the wood pellets (in accordance with CEN/TS 14961:2005 or similar recognised standard) shall be submitted to an approved in writing by the local planning authority prior to the installation of the biomass boiler hereby approved. The operation of the biomass boiler hereby approved shall be in accord with the details to be approved under the provisions of this condition unless otherwise approved in writing by the local planning authority.**

Reason To prevent emissions having a significant negative impact on air quality.

**(05) The flue hereby approved shall be coloured Leaf Green (RAL 6002) in a matt finish.**

Reason: To ensure a satisfactory appearance to the development.

**(06) The development hereby permitted shall only be constructed with a slab level as indicated on drawing number AL(20)54 Rev A received 25.04.13 (or any other drawing as maybe approved in writing by the local planning authority).**

Reason: For the avoidance of doubt and to ensure a satisfactory form of development.

## **9. Other Relevant Policies**

**Technical Advice Note 5** Nature Conservation and Planning (2009)

**Technical Advice Note 16** Sport, Recreation and Open Space (2009)

**Technical Advice Note 22** Sustainable Buildings (2010)

Rhif y Cais: 42C231 Application Number

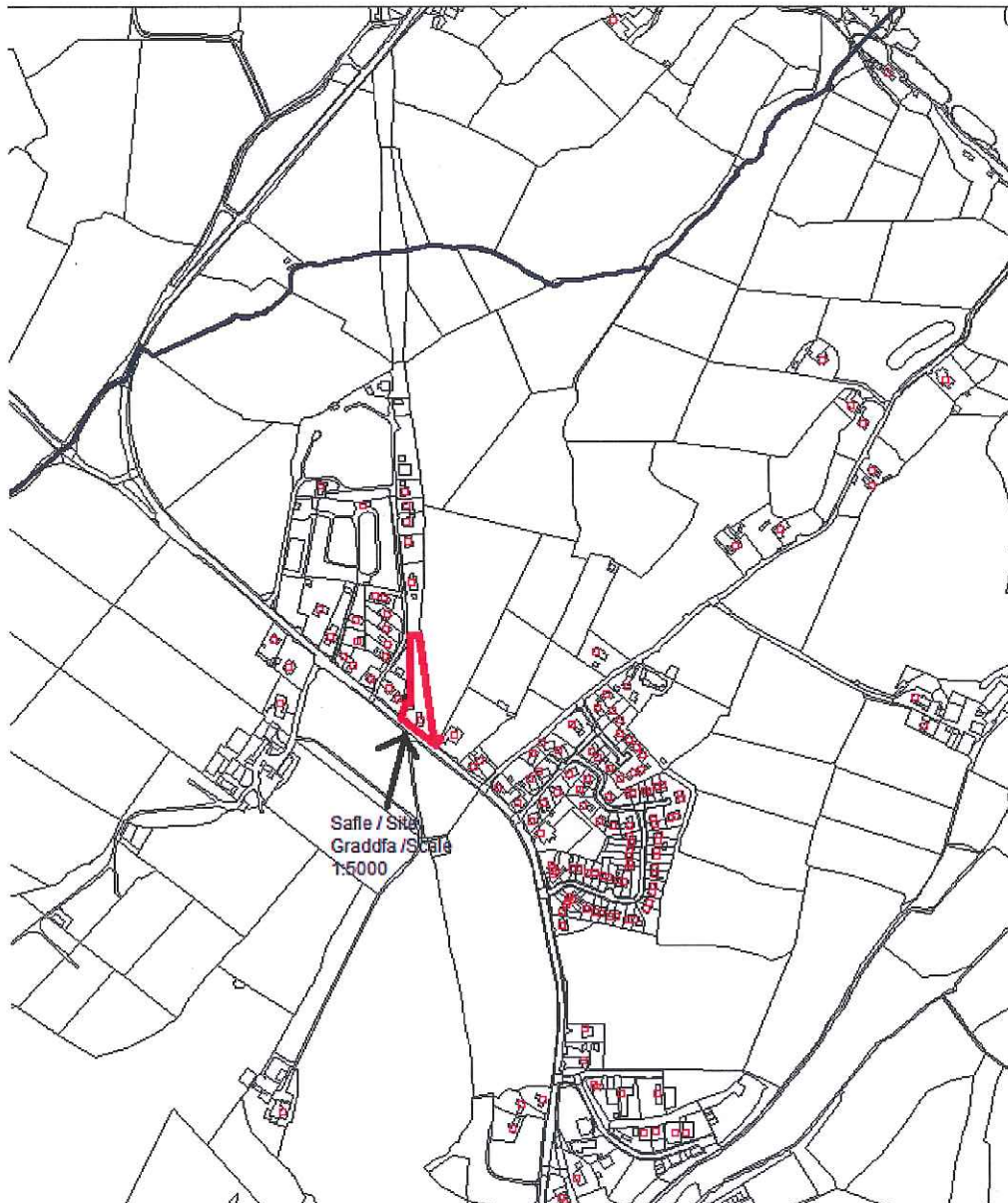
Ymgeisydd Applicant

**Foremost Estates UK  
c/o J.S Allan Architect  
3 Stad Castellor  
Cemaes Bay  
Ynys Mon  
LL67 0NP**

Cais llawn i godi 13 annedd newydd ynghyd a creu mynedfa newydd ar dir yn

Full application for the erection of 13 new dwellings together with creation of a new access on land at

The Sidings, Pentraeth



**Planning Committee: 31/07/2013**

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

**Recommendation:**

Permit

**Reason for Reporting to Committee:**

This application is a departure from Local Plan Policy but can be permitted under the Unitary Development Plan

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

The site comprises a railway sidings off the A5025 due to the site being at a lower level than the land surrounding extensive infilling will be required.

It is proposed to construct 13 houses with access onto the A5025.

Due to the size of the development a number of affordable units will need to be provided. This will be the subject of a S106 agreement.

Negotiations are taking place at present in respect of affordable units and the provision will be in accordance with the relevant Supplementary Planning Guidance and Policies namely a provision of 30%. It should be noted however that the units to be provided will be of a low cost type

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

Is the principle of the proposal acceptable

Highways issues

Drainage issues

Is the proposal acceptable in amenity terms

### **3. Main Policies**

#### **Gwynedd Structure Plan**

Policy A3 Housing

Policy A6 Housing in the Countryside

Policy D1 AONB

Policy D4 Environment

Policy FF12 Transport

#### **Ynys Môn Local Plan**

Policy 1: General Policy

Policy 26: Car Parking

Policy 30: Landscape

Policy 32 Landscape

Policy 42: Design

Policy 48; Housing Development Criteria

Policy 49: Defined Settlements

Policy 51 Large sites

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

GP1: General Policy

GP2: Design

TR10: Parking Standards

EN2 AONB

HP2: Housing Density

HP3: New Housing Development

SG4; Foul Sewage Disposal

SG6; Surface Water Run Off

HP7 Affordable Housing

## **Planning Policy Wales Edition 5 (November 2012)**

### **SPG Design guide for the Urban and Rural Environment.**

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

**Local Member** no comments

**Community Council** not against affordable housing but site not suitable to bring up children  
There are too many houses and they are too small  
Access is poor and unsafe

**Welsh Water** Conditions

**Natural Resources Wales** No objection and condition

**Highways** Conditions

**Environmental Health** comments and condition recommended

4 letters have been received comments made include;

Vehicles using the lane would be dangerous access should be via main road not lane  
Helens Crescent should not be used for construction traffic this would be detrimental to the road surfaces.  
This is an unadopted road and this would be damaged  
The infill would generate dust and disturbance  
Where is the hardcore from?  
The 3 properties at the end would be tempted to use the access onto the lane. Should these not be developed then this area could be used as the access  
Concerns over noise and disturbance from heavy vehicles  
Insufficient parking may be parking on Helens Crescent  
What is the intended use of the remaining land to the rear  
Social housing will detract from house values

In addition a petition has been received containing 68 signatures, The petition states;

"...it would result in significant increase in noise,traffic, relocation of the bus shelter,destruction of old railway bridge bricks and further drainage problems this area already suffers from and the creation of another access on an already extremely busy main road.

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

30C674 erection of 8 dwellings approved 18/4/11  
42C231A/SCR no Environmental Impact Assessment required

#### **6. Main Planning Considerations**

Whilst a departure from Local Plan policies the application can be supported under policy HP3 of the Unitary Development Plan. This was recognized when the previous application was approved.

The details as submitted here are acceptable to the Councils Highways Engineers, subject to conditions and also the matter of drainage is again acceptable in principle. Conditions relating to both these technical issues are listed in the recommendation section.

Given the layout proposed and with the existing form of development in mind, it is not considered that there will be harm to visual or residential amenity.

It should also be noted that this area of "previously developed land" could potentially be used for a more unneighbourly use which would impact both visual and residential amenities. This must also be recognized when assessing the impact of this part of the Area of Outstanding Natural Beauty.

With this previous use in mind and that the scheme will be providing an element of affordable housing it is considered that the density is acceptable with adequate amenity space and parking being provided.

There is much concern over the use of the adjacent private lane by construction traffic. The applicant claims a right of way over this and whether this can be use lawfully is a matter between the relevant parties. However, to impose control on vehicular movements a condition requiring that a Traffic Management Plan be submitted to the Local Planning Authority prior to the commencement of works has been imposed.

In respect of land ownership the applicant has confirmed that the application site is owned and there is a covenant which does not encroach on the part to be developed and its removal is being negotiated

## **7. Conclusion**

The proposals can be supported in policy terms and the form of the development is considered acceptable in this location.

Details are acceptable to the Council Highways Engineers

## **8. Recommendation**

**Permit** subject to the signing of a S 106 agreement securing the inclusion of a number of units as being of an "Affordable" type

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

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

**(02) Full details of all fencing, walling or other means of enclosure or demarcation shall be submitted to and approved in writing by the Local Planning Authority before any work on the site is commenced, unless otherwise agreed in writing with the Local Planning Authority. Such works shall be erected following completion of the building(s) or the completion of the development, whichever is the sooner.**

Reason: In the interests of amenity.

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

Reason: In the interests of amenity.

**(04) Prior to the commencement of works full drainage details to include design calculations shall be submitted to the Local Planning Authority for its written approval**

Reason: To ensure the site is adequately drained

**(05) If during development,contamination not previously identified and found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.**

Reason: Given the location of the site it is considered possible that there may be unidentified areas of contamination at the site that could pose a risk to controlled waters if they are not remedied.

**(06) No development shall commence until the developer has prepared a scheme for the comprehensive and integrated drainage of the site showing how foul water, surface water and land drainage will be dealt with and this has been approved in writing by the Local Planning Authority**

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

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

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

**(08) No surface water shall be allowed to connect either directly or indirectly to the public sewerage system unless otherwise approved in writing by the Local Planning Authority.**

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

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

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

**(10) No development shall commence until a scheme for the relocation of the bus stop has been submitted to and approved in writing by the Local Planning Authority the approved scheme shall be completed before any works on site commence.**

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

**(11) The access shall be laid out and constructed strictly in accordance with the submitted plan No: SP02 received on the 28<sup>th</sup> March, 2013 before the use hereby permitted is commenced and thereafter shall be retained and kept free from permanent obstruction and used only for access purposes.**

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

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

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

**(13) The access shall be completed with a bitumen surface for the first 5 metres from the nearside edge of the County Highway with the surface water drainage system completed and in perfect working order before the use hereby permitted is commenced.**

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

**(14) All conditions relating to the access to the County Highway to be complied with before the remainder of the development is commenced.**

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

**(15) Before any development commences, plans shall be submitted and approved by the Planning Authority in consultation with the Highway Authority showing details of the following reserved matters:**

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

**(b) longitudinal and cross sections through the estate roads showing the proposed road levels relative to the existing ground levels and proposed garage floor levels.**

**(c) the extent and position of vehicle turning facilities.**

**(d) The estate road(s) and its access shall be designed and constructed in accordance with 'Technical Requirements for Estate Roads in Anglesey' (copies of this document are available free on request from the Local Planning Authority).**

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

**(16) The estate road(s) shall be completed to a base course finish with the surface water drainage system complete and in perfect working order before any work is commenced on the dwellings which it serves.**

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

**(17) No surface water from within the curtilage of the site to discharge onto the County Highway. The drainage of the highway at the access along the frontage to be carried out to the requirements of the Highway Authority before any work on the remainder of the development is commenced.**

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

**(18) The car parking accommodation shall be completed to the satisfaction of the Local Planning Authority before the use hereby permitted is commenced.**

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

**(19) No development shall commence until measures are in place to secure the future maintenance of the access and estate roads in accordance with details previously submitted such details should be approved in writing with the Local Planning Authority**

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

**(20) Unless otherwise agreed a road management and maintenance plan for the lifetime of the development shall be submitted to the Local Planning Authority for its written approval this shall include the arrangements for adoption by any public authority or statutory undertaker or other arrangements to secure the operation of the scheme throughout its lifetime.**

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

**(21) No development shall commence until a traffic management scheme detailing all vehicular movements for the duration of the construction of the proposed has been submitted to and approved in writing by the Local Planning Authority**

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

**(22) No development shall commence until samples or trade descriptions of all materials to be used on external surfaces have been submitted to and approved in writing by the Local Planning Authority**

Reason: In the interests of amenity.

**(23) The dwellings hereby permitted shall be constructed to achieve a minimum Code for Sustainable Homes Level 3 and achieve a minimum of 1 credits under category 'Ene 1 – Dwelling Emission Rate' in accordance with the requirements of the Code for Sustainable Homes: Technical Guide 11<sup>th</sup> November 2010 (Version 3). The development shall be carried out entirely in accordance with the approved assessment and certification.**

Reason: To mitigate the causes of climate change and ensure resilience against the predicted future climate changes.

**(24) Construction of the dwellings hereby permitted shall not begin until an 'Interim Certificate' has been submitted to and approved in writing by the Local Planning Authority, certifying that a minimum Code for Sustainable Homes Level 3 and a minimum of 1 credits under 'Ene 1 – Dwelling Emission Rate', has been achieved for the dwelling in accordance with the requirements of the Code for Sustainable Homes: Technical Guide 11<sup>th</sup> November 2010 (Version 3).**



Reason: To mitigate the causes of climate change and ensure resilience against the predicted future climate changes.

**(25) Prior to the occupation of the dwellings hereby permitted, a Code for Sustainable Homes 'Final Certificate' shall be submitted to and approved in writing by the Local Planning Authority certifying that a minimum Code for Sustainable Homes Level 3 and a minimum of 1 credits under 'Ene 1 – Dwelling Emission Rate', has been achieved for the dwelling in accordance with requirements of the Code for Sustainable Homes: Technical Guide 11<sup>th</sup> November 2010 (Version 3).**

Reason: To mitigate the causes of climate change and ensure resilience against the predicted future climate changes.