

7.1

Gweddill y Ceisiadau

Remainder Applications

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

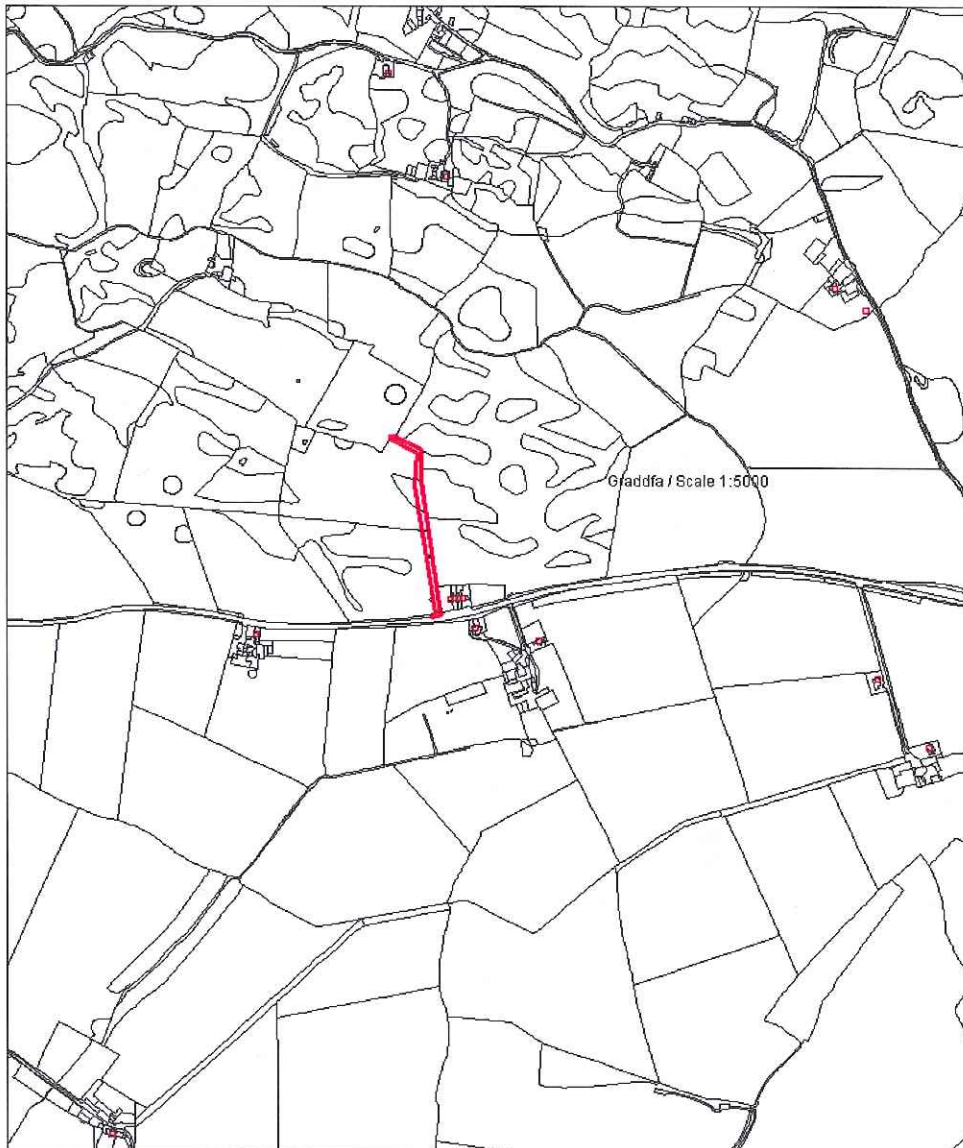
Ymgeisydd Applicant

**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: 04/09/2013

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.

It was resolved to convene a site visit at the Planning Committee on 03.07.13.

At the Planning Committee on 31.07.13 it was resolved by the Planning Committee to request that the applicant moves the proposed access so as to improve the visibility with the A5025.

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

Policy D1 (AONB)

Policy D4 (Environment)

Policy FF1 (Increase Traffic Generation)

Ynys Mon Local Plan

Policy 1 (General Policy)

Policy 30 (Landscape)

Stopped Ynys Mon Unitary Development Plan

Policy GP1 (Development Control Guidance)

Policy GP2 (Design)

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.

Officers have written to the applicant's informing them of the committee resolution to request that the applicant moves the proposed access so as to improve the visibility with the A5025. At the time of writing a response is awaited. The applicants have confirmed that it is not practical to relocate the existing access, and that they wish the application to be considered as submitted.

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.

8. Recommendation

To **permit** the application subject to the following conditions:

(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.

Rhif y Cais: 22C211C Application Number

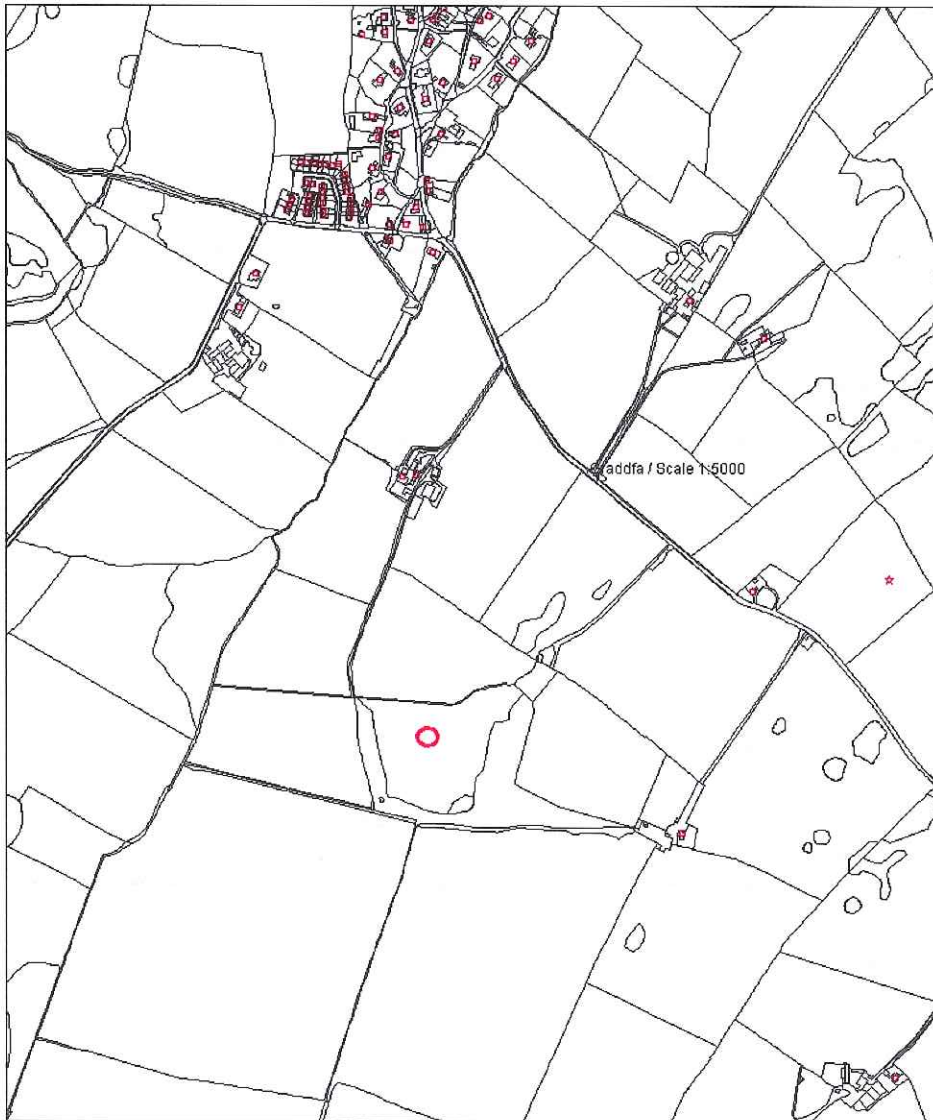
Ymgeisydd Applicant

**Mr Delwyn Parry
c/o Mr Dan Hammond
Dulas Ltd
Unit 1 Dyfi Eco Park
Machynlleth
Powys
SY20 8AX**

Cais llawn i godi un twrbin gwynt gyda uchder hwb hyd at 25m, diamedr rotor hyd at 19.24 a uchder blaen unionsyth fertigol hyd at uchafswm o 34.37 ar dir yn

Full application for the erection of one wind turbine with a maximum hub height of 25m, a rotor diameter of 19.24m and a maximum vertical upright height of 34.37m on land at

Yr Orsedd, Llanddona



Planning Committee: 04/09/2013

Report of Head of Planning Service (MTD)

Recommendation:

Refuse

Reason for Reporting to Committee:

The application is reported to the committee as it has been decided that delegated powers will not be used in connection with wind turbine developments.

The application was deferred at the last committee meeting to allow a site visit to take place.

1. Proposal and Site

The application is made for a single wind turbine with a maximum height to the tip of the blade of 34.37 meters and a maximum rotor diameter of 19.24 meters. The rated power of the turbine is 55KW. The make and model is specified in the planning application which will be installed on a monopole fixed to a concrete foundation.

The turbine will be located in an elevated open field to the south of farm buildings of Rhos Isaf and to the south west of the applicants farm buildings at Yr Orsedd, Llanddona

2. Key Issue(s)

- Principle of the development
- Landscape and Visual Impact
- Residential Amenity.

3. Main Policies

Gwynedd Structure Plan

Policy C7: Renewable Energy

Policy D3: Landscape Conservation Area

Policy D10: Protection of Natural heritage

Ynys Môn Local Plan

Policy 31: Landscape

Policy 45: Renewable Energy

Stopped Ynys Mon Unitary Development Plan

Policy EP18: Renewable Energy

Policy EN1: Landscape Character

Planning Policy Wales Edition 5 (November 2012)

Technical Advice Note 6: Planning for Sustainable Rural Communities (July 2010).

Technical Advice Note 8 Renewable Energy (2005)

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)

Supplementary Planning Guidance On Shore Wind Energy (January 2013)

4. Response to Consultation and Publicity

Local Member (Cllr. Hefin Thomas) – No response at the time of writing this report.

Community Council - Object of grounds of too close to other properties, will set a precedent, no community

benefit and should be decided within policies

Drainage - Informatives recommended.

Environmental Services - Conditional permission.

Environmental Advisor - No objection

MOD - No objection

Arqiva - No response at the time of writing this report.

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

Environment Agency - Low environmental risk.

North Wales Police - Object would harm their radio communications

Response to Publicity

88 letters of objection have been received points raised include;

What benefits to the community

There will be noise/flicker problems

Harm to amenity

Will harm the AONB

Will deter tourists

Dominate views

Harm telecommunications

Will set precedent

Harm historic buildings

Too close to houses

Near a fast road with horses and could cause distraction

47 letters have been received supporting the application. Points raised on the proforma include:

Will help secure the future of the farm

Diversification should be supported as per TAN 6

Reduce the country's reliance on fossil fuel

It is outside the AONB

Visual impact should be put in perspective

Noise is within limits

Will be carbon neutral in 12 months

Would contribute the supplying 38 houses.

5. Relevant Planning History

22C211/SCR: Screening opinion for 1 turbine

22C211A/SCR: As above

22C211B: Erection of turbine max height 46m -withdrawn

6. Main Planning Considerations

Principle of development

Policy C7 of the Gwynedd Structure Plan states:

"There will be a presumption in favour of renewable energy projects provided that the impacts upon the locality are acceptable to the local planning authority. Where applicable, the proposals should be supported by an environmental assessment."

Policy 45 of the Ynys Mon Local Plan states:

“Renewable energy projects will be permitted where it can be clearly demonstrated that there will not be any unacceptable impact on i. Landscape character, ii. Sites of international, national or local importance for nature conservation, iii. species which are of nature conservation importance iv. the standard of amenity enjoyed by the resident and tourist population and vi. Essential public services and communications.

Policy 8B- Energy Developments of the Stopped Ynys Mon Unitary Development Plan states:

“Applications for the development of renewable and non-renewable energy resources will be permitted where it can be demonstrated that there will be no unacceptable adverse impact upon the environment. Preference will be given to the development of clean and renewable energy sources, but proposals for non-renewable energy projects will be permitted if they encourage the maximum use of energy efficiency within their design.

Policy EP18 (Renewable Energy) of the Stopped UDP states renewable energy projects will be permitted where it can clearly be demonstrated that there will not be any significant adverse impact on the listed criteria.

Landscape and Visual Impact

The site is within Landscape Character Area 12 East Central Anglesey which reflects much of the typical undulating landscape of Anglesey. It is 760m from the AONB and 470m from the Penmon Historic Landscape.

This is a prominent site visible from many points. Given this prominence and the height of the site/turbine it is considered that there would be unacceptable harm to the environment.

Residential Amenity

The SPG On Shore Wind Energy prescribes a distance of 500m separation between medium sized turbines and dwellings. Whereas there are 2 dwellings within this distance given the nature of the landscape and screening it is not considered that there would be undue harm to those properties.

This indeed concurs with the residential amenity assessment carried out in the applicants submissions

7. Conclusion

Given the harm to the landscape that would be caused by the erection of this turbine it is considered that the proposal cannot be supported.

8. Recommendation

Refuse

(01) The proposal would have significant adverse visual effects on the Landscape Character Area and the AONB and would contribute to an adverse cumulative impact with existing structures through the introduction of a moving structure.

9. Other Relevant Policies

Gwynedd Structure Plan

FF11 (Traffic)

Ynys Mon Local Plan

1 (General Policy)

35 (Nature Conservation)

Stopped Anglesey Unitary Development Plan

GP1 (Development Control Guidance)

EN4 (Biodiversity)

Technical Advice Note 5 Nature Conservation and Planning (2009)

Technical Advice Note 11 Noise (1997)

Rhif y Cais: **34C648A** Application Number

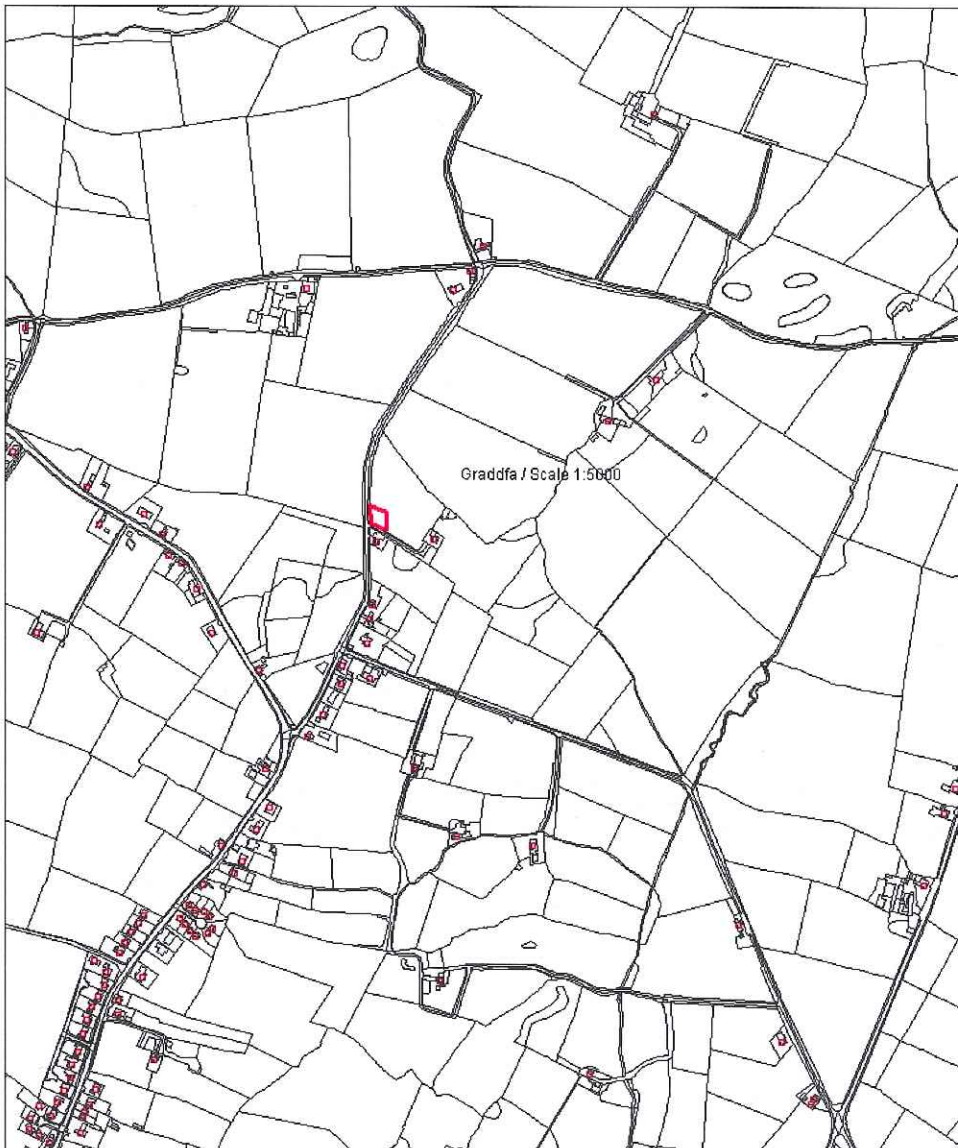
Ymgeisydd Applicant

**Mr Dylan Jones
c/o Penseiri Russell-Hughes Architects
56 Bridge Street,
Llangefni,
Ynys Môn.
LL77 7HH.**

Cais amlinellol ar gyfer codi annedd ynghyd ag addasu'r fynedfa presennol ar dir yn

Outline application for the erection of a dwelling together with alterations to the existing access on land at

Pwros, Rhosmerich



Planning Committee: 04/09/2013

Report of Head of Planning Service (GJ)

Recommendation:

Refuse.

Reason for Reporting to Committee:

Members reasons for approving the application:-

- The site is within the logical limit settlement

Officers response to members reason for approving:-

- The site is considerably removed from the built up part of the settlement.
- Development on this site would extend the built development into the countryside and constitute clear ribbon development.
- The development cannot be classed as an infill or acceptable site as it is not immediately adjacent to the developed part of the hamlet.
- It is clearly in the countryside.
- Approving the application would make further intrusions difficult to resist.

7.4

Gweddill y Ceisiadau

Remainder Applications

Rhif y Cais: **41C8C** Application Number

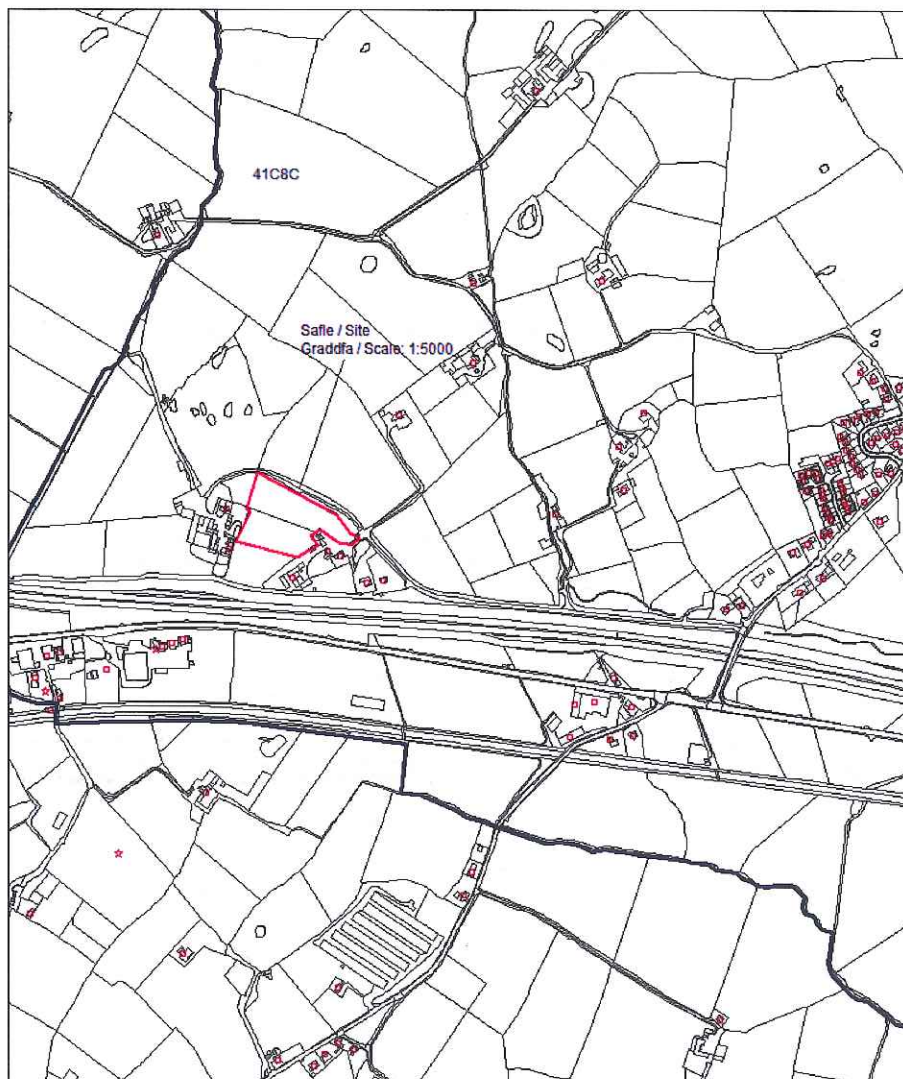
Ymgeisydd Applicant

**Mr. & Mrs. John Owen
c/o P. D. Rentals Ltd
FAO: Jason Pritchard
1 Hen Ysgol Henblas
Llangristiolus
Anglesey
LL62 5DN**

Cais llawn ar gyfer newid defnydd y tir er mwyn lleoli 33 o garafannau symudol, codi bloc toiled, creu mynedfa i gerbydau ynghyd a thirlunio yn

Full application for the change of use of land for the siting of 33 touring caravans, erection of a toilet block, construction of a vehicular access together with landscaping at

Garnedd Ddu, Star



Planning Committee: 04/09/2013

Report of Head of Planning Service (NJ)

Recommendation:

Permit

Reason for Reporting to Committee:

The application is made for the change of use of land for the siting of 33 touring caravans and the erection of a toilet block together with a landscaping scheme at Garnedd Ddu, Star.

The previous local member called-in the application for determination by the Planning and Orders Committee. The Committee, at the recommendation of officers, undertook a site visit on 19th June 2013.

Further information was submitted in support of the application and in order to allow the expiry of neighbour notification and the consideration of representations and consultation replies arising from this additional information, the application was recommended for deferral at the meeting of the Committees held on 3rd July and 31st July 2013.

1. Proposal and Site

The site is currently run as a complex of 6 holiday units. The proposal is to create a touring caravan site to the north of the buildings on a field enclosure rising up from the existing yard and parking area. Access to the site will be along a public highway running parallel with the A55 and terminating at the entrances to private property including Garnedd Ddu. The proposal includes a toilet / shower block and a treatment plant for drainage. Landscaping is proposed as part of the scheme while an existing hedgerow located centrally within the proposed pitches is to be retained.

2. Key Issue(s)

Effect on highway safety and local amenities

3. Main Policies

Gwynedd Structure Plan

Policy CH1 - Tourism

Policy CH5 - Touring caravan sites

Policy D4 - Environment

Ynys Mon Local Plan

Policy 12 - New Touring Sites

Policy 13 - Touring Sites

Policy 31 - Landscape

Ynys Mon Unitary Development Plan (Stopped Dec 2005)

Policy TO6 - Touring Caravans

Policy EN1 - Landscape Character

Planning Policy Wales (Edition 5)

TAN 13 - Tourism

TAN 18 - Transport

4. Response to Consultation and Publicity

Local Member: The outgoing Local Member requested that the application be determined by the Planning & Orders Committee, although he was retiring from his post, due to the strong objection by local residents to the previous application.

Community Council: Objection on the following grounds:

The road is single track, half a mile long and without any passing places;
There may be problems with controlling and disposing of waste which could affect watercourses and ditches;
There will be an increase in noise on the road and from the site;
The development will result in an increase in people in a quiet rural area;
There are 2 caravan sites within 3 miles of the site;

The proposal will result in the loss of good agricultural land;
The Community Council wishes to know whether an environmental impact will be undertaken.

Environmental Health Section: The Caravan Sites and Control of Development Act 1960 and Caravan Site Licence conditions must be complied with. Comments for development stage.

Drainage Section: Details submitted are acceptable in principle. Route of outlet up to discharge point should be delineated on the plan. Treatment plant specified complies with the relevant BS EN 12566-3 standard. NRW advice should be sought regarding existing groundwater. Further details submitted and considered acceptable in principle.

Welsh Water: No reply to consultation

Built Environment & Landscape Section: Comments made in relation to previous application apply but the lack of information on residential issues identified therein has been addressed in this application. No comments on the residential assessment. Landscaping scheme as submitted does not define the boundaries of the site but can be appropriately conditioned as part of any planning consent.

Highways Section: Informally replied that there is no objection to the application but formal response still awaited at the time of writing.

Natural Resources Wales: In order to be able to discharge to a watercourse, the receiving waters must be able to dilute the effluent so that it does not harm the environment. A discharge consent may be required. This will set quality and volume limits. It is suggested that soakaways should be located at a set distance from watercourses, other soakaway systems or sources of potable water. The foul drainage system should be sited so as not to cause pollution to any water source. No reply to date received regarding outfall.

Gwynedd Archaeological Planning Service: No significant archaeological implications

Public response to Neighbour Notification: 10 letters of objection together with a 164 name petition objecting to the application have been received.

Objections are based on:

The development will bring no social, environmental, educational or economic advantages to Star or the surrounding area;
The single track approach road originally constructed as an access to a number of dwellings is sub-standard in terms of constant heavy traffic use. The lack of pedestrian pavements is a serious road safety hazard;
The site is not accessible eg distance from nearest village and its facilities is 2 miles where there are no pavements
Concerns regarding public health given the increase in foul waste and potential pollution of water sources;
There are already a number of holiday cottages on the site and there are 4 other caravan parks within a 4 mile radius, none of which are full to capacity – there is no need to increase the quota of caravans in this area;
The proposal will inevitably lead to further development such as a shop. Club house, entertainment and on-licence facilities and the quiet and peaceful cul-de-sac will be spoilt;
The area is a quiet rural hamlet, predominantly agricultural in nature, and should remain so;
Loss of good quality agricultural land; additional competition for customers with other sites which are already operating below capacity.

Technical issues and landscape and visual amenity concerns are addressed in the body of the report.

It should be noted that locally owned land (not within the ownership of the applicant but understood to be within the ownership of an objector) and located opposite Bodfan has been proposed under the Local Development Plan Candidate Sites Register (SP618) for mixed use development which would be accessed off the same approach road as this development and which might be anticipated to generate additional traffic flows on the road, including large and heavy vehicles, and additional people in the area, as well as an

increase in noise and general activity. It should be further noted that Planning Policy Wales states:

“3.1.7 The planning system does not exist to protect the **private interests** of one person against the activities of another. Proposals should be considered in terms of their effect on the amenity and existing use of land and buildings in the public interest. The Courts have ruled that the individual interest is an aspect of the public interest, and it is therefore valid to consider the effect of a proposal on the amenity of neighbouring properties. However, such consideration should be based on general principles, reflecting the wider public interest (for example a standard of ‘good neighbourliness’), rather than the concerns of the individual.

3.1.8 When determining planning applications local planning authorities must take into account any relevant view on planning matters expressed by neighbouring occupiers, local residents and any other third parties. While the **substance of local views must be considered**, the duty is to decide each case on its planning merits. As a general principle, local opposition or support for a proposal is not, on its own, a reasonable ground for refusing or granting planning permission; objections, or support, must be based on valid planning considerations”.

5. Relevant Planning History

41C8: Conversion of existing building into a museum at Garnedd Ddu, Star – approved 05/09/84

41C8A: Conversion of agricultural outbuildings into 6 holiday lettings together with the installation of two septic tanks at Garnedd Ddu, Star – approved 06/01/89

41C8B: Change of use of land for the siting of 33 no. touring caravans, the erection of a toilet block together with the construction of a vehicular access at Garnedd Ddu, Star – withdrawn 05/04/13

41C8D/SCR: Screening opinion for the change of use of land for the siting of 33 no. touring caravans, the erection of a toilet block, construction of a vehicular access together with landscaping at Garnedd Ddu, Star – EIA not required 02/07/13

6. Main Planning Considerations

Principle of the development: Planning policies allow the development of touring caravan sites subject to criteria including that the developments should have no adverse landscape or amenity impacts and that safe and adequate access can be provided.

Landscape Impact: The application is supported by a Landscape and Visual Impact Assessment prepared by a landscape architect in accordance with recognised professional standards. The report concludes that despite the elevation of the site views of it from the surrounding landscape, roads and footpaths are significantly reduced by topography and intervening vegetation. Partial views of the site would be mitigated by the proposed landscaping scheme. The assessment is based on a seasonal use of the site and a condition is proposed accordingly.

Amenity Impact: In addition to the Landscape and Visual Impact Assessment submitted in support of the application, a further assessment in relation to residential amenity effects has been submitted. This concludes that there will be a low adverse impact on some properties in the locality but principally as the result of glimpsed views of caravans or distant views which do not form a major element in the overall view. Impacts are considered to be also lower due to the seasonal nature of the use and gain, a condition is proposed on that basis. Concerns have been expressed by local residents regarding noise and disturbance from users of the site and their anticipated wandering of local footpaths and routes. Speculation exists as to additional facilities which may be applied for at a later date such as a clubhouse and disco. Public footpaths and highway routes are open to all and it is not possible to restrict their use by planning condition. It may equally be speculated that users of the site may visit the area to enjoy its peace and tranquillity. The granting of planning permission will allow additional members of the public to access and use the site but there is no evidence to support refusal of planning permission on the basis of an anticipated increase in general noise and disturbance.

Drainage: The proposal involves the installation of a sewage treatment plant. Additional details of the proposed outfall were requested and are considered acceptable in principle. The formal reply of NRW was awaited at the time of writing.

Highway Impact: Concerns have been expressed that the single track road leading to the site, which forms a cul-de-sac, is inappropriate to cater for the level of traffic anticipated from the development. The Highway

Authority had no objection to the previous similar application and written confirmation of its continuing lack of objection in relation to this application was awaited at the time of writing. Contrary to assertions made by some objectors, the road has grass verges and a passing bay which can be used by motorists in negotiating other vehicles and pedestrians. Concerns are expressed by objectors that 33 vehicles towing touring caravans are likely to converge on the site or depart at the same time as other users are arriving. In reality, it is unlikely that 33 potential site users will arrive at exactly the same time. Site operators generally regulate arrival and departure times in order to avoid traffic conflicts and to ensure the availability of pitches. It should be noted that objection letters have been received from local site operators who complain of declining visitor numbers and the reduction in the market share of clients should an increase in local pitch numbers be approved in this application. One operator states that on his 39 pitch site, the average occupancy rate in 2011 was 21% and that the site has never achieved above 25% occupancy on average over a 30 year career. Another operator stated that his site had 16 vacant pitches in 2010 and was expecting 24 vacant pitches in 2011. It would not be expected therefore that the application site, given current trends, would be likely to operate at full capacity. Nonetheless, 33 touring pitches are proposed and the application is considered on the worst case scenario. A condition is proposed to the effect that no development shall take place until a Traffic Management Plan to regulate arrival and departure arrangements for the site is submitted to and agreed by the planning authority. The development would thereafter be required to operate in accordance with the approved Plan.

Drainage, natural resources, ecology and archaeological interests: Concerns have been expressed regarding drainage proposals for the site. Drainage details have been assessed by the Council's Drainage Section and are considered acceptable in principle. A reply was awaited at the time of writing this report from Natural Resources Wales in relation to matters within its remit but it is not anticipated that any objection will arise. No concerns have been raised regarding other policy considerations such as ecological or archaeological interests.

Other matters: During the site visit the Members requested details of permitted development rights in relation to the use of the site for camping. Class B of Part 4 to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 allows the temporary use of land for not more than 28 days in any calendar year, together with the provision on that land of any moveable structure for the purposes of the permitted use. It is open to the members to remove permitted development rights through condition if it is considered that the use of any part of the site for camping would be considered unacceptable on planning grounds. Only part of the site will be subject to operational or built development, the remainder remaining grassed. Developments which are contrary to the development plan and which involve the loss of not less than 20 hectares of grades 1, 2 or 3a land require consultation with the Welsh Government. The site extends to 1.2 hectares. Objectors speculate as to future requirements for additional facilities on the site such as a shop, bar, disco etc. The application as submitted is for 33 pitches and a toilet / shower block and must be considered on its own merits.

7. Conclusion

The scheme is acceptable in policy terms. Consultees raise no issues of concern.

8. Recommendation

To **permit** the application subject to the following conditions

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

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

(02) No development shall commence until a Traffic Management Plan to control the arrival and departure of touring units to avoid traffic conflicts and congestion has been submitted to and approved in writing by the local planning authority. The development shall be operated in accordance with the approved Traffic Management Plan unless the local planning authority gives its prior written consent to any variation.

Reason: In order to minimize danger, obstruction and inconvenience to users of the highway and of the development.

(03) No more than 33 touring caravan pitches shall be constructed on the site and they shall be positioned in accordance with Drawing number DL-205-03 Revision A submitted under application

reference number 41C8C on 16th April 2013.

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

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

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

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

Reason in the interests of visual and residential amenities.

(06) Notwithstanding the landscaping proposals indicated on drawing number DL-205-03 Revision A submitted under application reference number 41C8C on 16th April 2013, the site landscaping works shall include a hedge to be planted to the south of the touring caravan pitches as indicated in green on the plan attached to this permission, the details of which shall be submitted to and approved in writing by the local planning authority prior to its planting. No touring caravans or motor homes shall be placed on the site until the hedge and other landscaping proposals detailed in drawing number DL-205-03 Revision A have been planted and completed in accordance with the approved details.

Reason: to ensure a satisfactory appearance of the development and in the interests of amenities.

(07) No development shall commence until details of the management of the landscaping scheme for a minimum period of 5 years from planting, to include measures for replacement of any trees or shrubs which die, become diseased or damaged, has been submitted to and approved in writing by the local planning authority. The scheme shall thereafter proceed in accordance with the approved details unless the local planning authority gives its prior written consent to any variation.

Reason in the interests of visual amenity.

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

Reason: To ensure that the development is adequately drained.

(09) No external lighting shall be permitted other than in accordance with a lighting scheme which shall be submitted to and approved in writing by the local planning authority prior to its installation.

Reason: in the interests of amenity.

Rhif y Cais: **42C231** Application Number

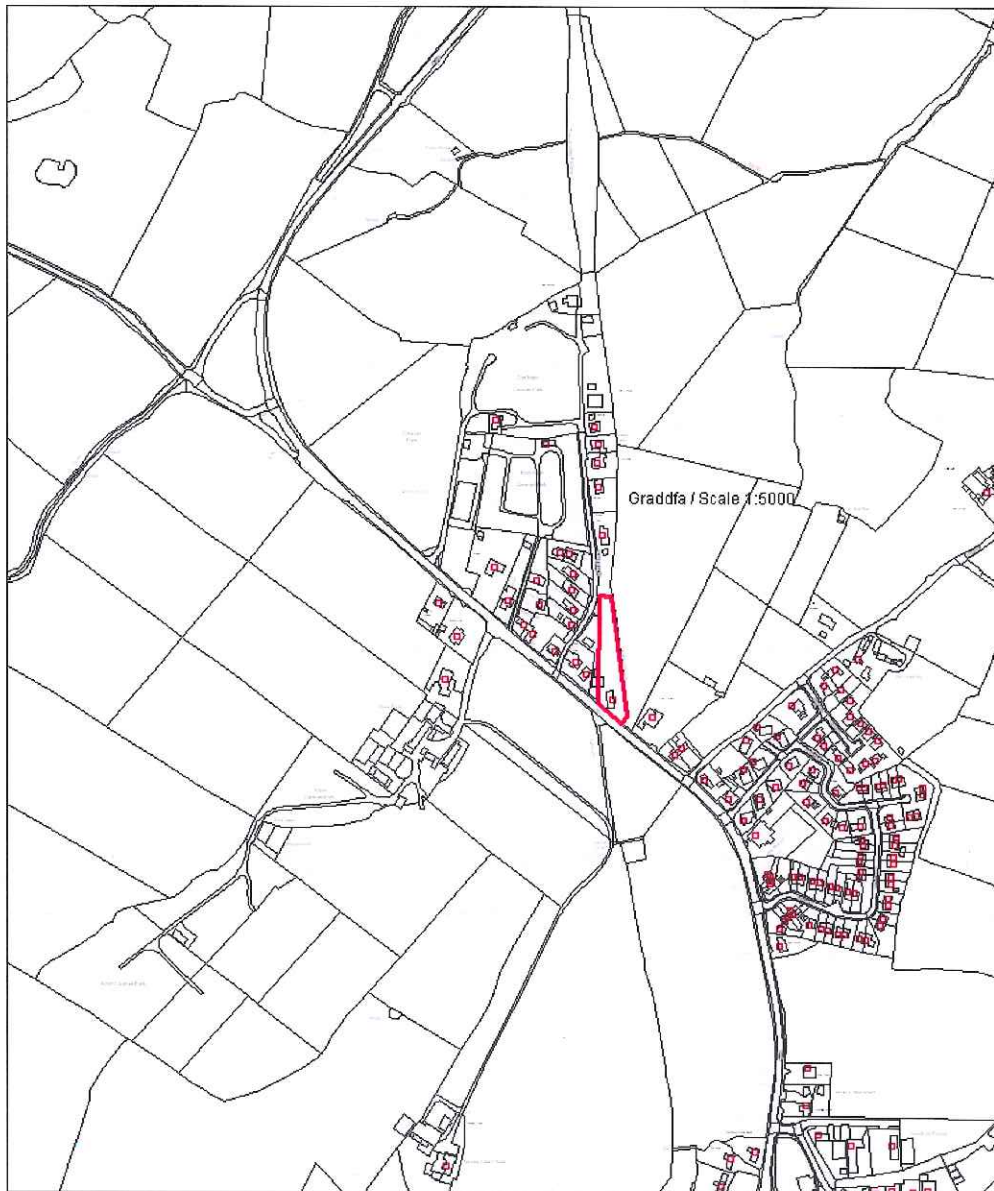
Ymgeisydd Applicant

**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: 04/09/2013

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.

Members have visited the site and the application was deferred at the last meeting to request details of land ownership and right of way.

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 it is proposed that 2 units will be sold at 85% of market value and that the remainder will be sold through the Tai Teg scheme.

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

Policy GP1: General Policy

Policy GP2: Design

Policy TR10: Parking Standards

Policy EN2 AONB

Policy HP2: Housing Density

Policy HP3: New Housing Development

Policy SG4: Foul Sewage Disposal

Policy SG6: Surface Water Run Off
Policy 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

6 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 18/04/11

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

uneighbourly 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.

As requested details concerning land ownership rights of way and covenants information has been submitted by the applicant and from another interested party Mr Riley Walsh. These documents have been included in the planning file for Members assessment.

In respect of land ownership the applicant has submitted an amended plan which alters the redline showing this, this plan has been publicised. There would however appear to be an area of land in dispute to the front of the existing building which Mr Riley Walsh indicates in his submissions

As members requested this information it is urged that these documents are studied as they contain legal papers which will inform of the situation.

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 S106 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 28th 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 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 11th

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 11th 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 11th November 2010 (Version 3).

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

7.6

Gweddill y Ceisiadau

Remainder Applications

Rhif y Cais: **47LPA966/CC** Application Number

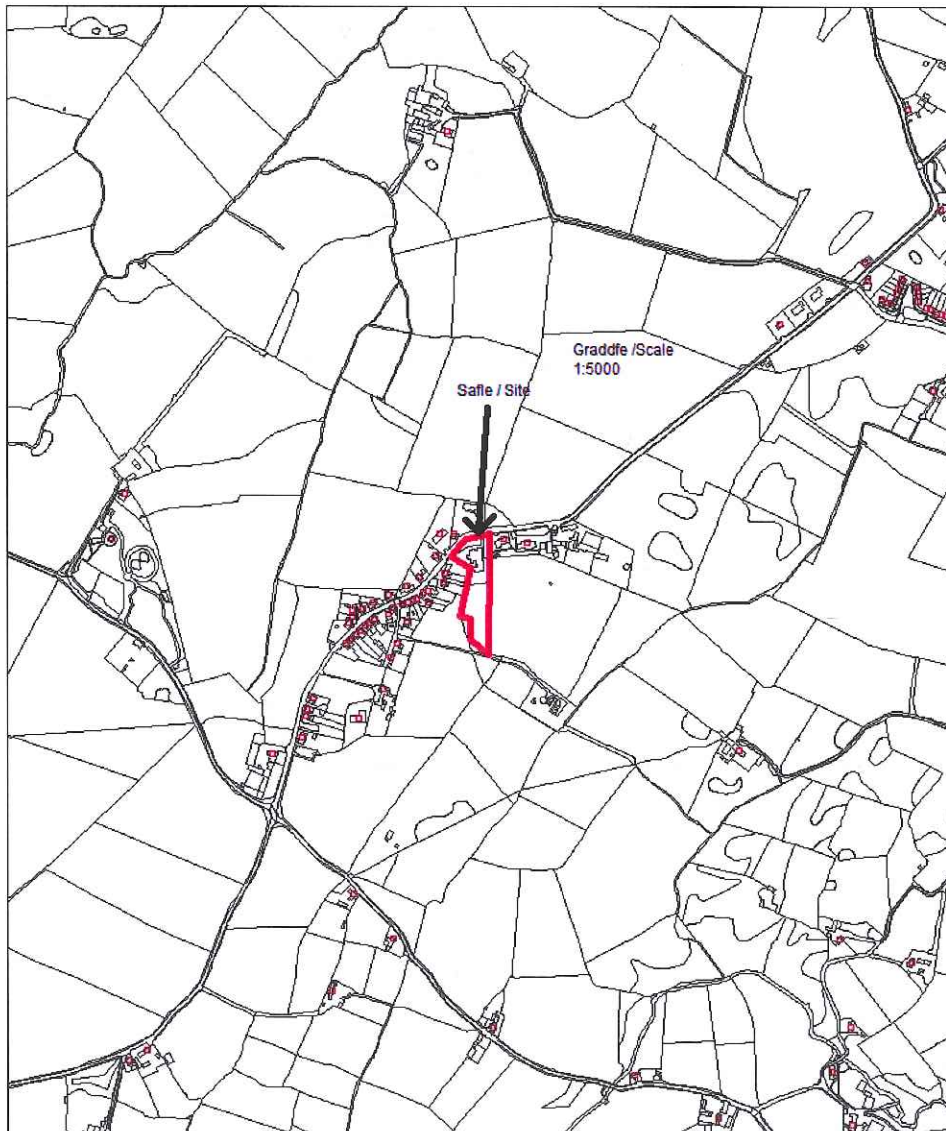
Ymgeisydd Applicant

**Head of Services (Property)
c/o Architectural Services
Dafydd Edwards
Property Department
Cyngor Sir Ynys Mon
Llangefni
LL77 7TW**

Cais amlinellol ar gyfer datblygiad trigiannol ynghyd a ddymchwel yr hen ysgol ar dir

Outline application for residential development together with demolition of the former school on land at

Ysgol Gynradd Llanddeusant, Llanddeusant



Planning Committee: 04/09/2013

Report of Head of Planning Service (NJ)

Recommendation:

Permit

Reason for Reporting to Committee:

The application is made by the Council on land partly owned by the Council.

1. Proposal and Site

The application is made in outline with all matters reserved. The proposal is for the demolition of the former primary school and its replacement with a residential estate of 8 units, 3 of which will be allocated as affordable units for local needs in accordance with current policies.

2. Key Issue(s)

Compliance with relevant development plan policies; highway safety and drainage; ecological issues.

3. Main Policies

Gwynedd Structure Plan

Policy A2: Housing land

Policy A3: Scale and phasing

Policy A9: Affordable Housing

Policy D4: Location, siting and design

Policy D20: Sewage disposal

Ynys Mon Local Plan

Policy 1: General Policy

Policy 35: Nature conservation

Policy 48: Housing development criteria

Policy 50: Listed settlements

Policy 51: Large sites

Stopped Unitary Development Plan

Policy GP1: Development control guidance

Policy GP2: Design

Policy EN4: Biodiversity

Policy HP2: Housing Density

Policy HP4: Villages

Policy HP7: Affordable housing

Planning Policy Wales Edition 5 (November 2012)

TAN 5: Nature Conservation and Planning

TAN 12: Design

TAN 20: The Welsh Language – Unitary Development Plans and Planning Control

SPG: Affordable Housing

SPG: Design Guide

4. Response to Consultation and Publicity

Councillor John Griffiths – No reply to consultation.

Councillor Kenneth P Hughes – No reply to consultation

Councillor Llinos Medi Huws – No reply to consultation

Community Council – Oppose the application for the following reasons:

The loss of the school building, much of which dates back to around 1847, would have a visually detrimental effect on the village – along with the neighbouring church, it is an attractive building in keeping with its position in the village;

The need for additional dwellings is questioned given the number of properties which have been for sale for some time;

In a village of some 40 properties, a development of 8 new units will overwhelm the village;

The village has no employment opportunities, shopping, education, health, community, sports or leisure facilities to support new housing;

The site is poorly related to public transport nodes and is not wholly accessible except by private car;

There is no clear visibility at the access;

Drawings and descriptions of the proposals do not tally.

Ecological Advisor – full bat survey required. Report provided and considered acceptable.

Built Environment and Landscape Section – the school, like the church opposite, is not a listed building but is nevertheless a building of local architectural / historic interest. Partial demolition of modern additions could be considered to retain the original building and provide some new units to the rear of the site.

Drainage Section – further clarification of details requested. Revised details received and are considered acceptable in principle.

Highways Section – suggested conditions

Dwr Cymru-Welsh Water – Standard conditions. No further reply to amended details.

Housing Consultant – support the need for the affordable homes offered.

Natural Resources Wales - as Countryside Council for Wales, objection raised unless it could be shown that the proposal would not have adverse effects on the favourable conservation status of bats. Further details provided and considered acceptable by NRW.

Education Department – school playing field was for the school and although children may have used it out of hours, it was not formally put to community use.

Public response to notification: 9 letters of objection have been received as a result of the publicity undertaken. Objections are based on:

Highways safety at the proposed access and traffic generation;

No need for additional housing;

There are no community facilities in the village to support the development; the site is not served by a good public transport system;

There has been a lack of consultation with the community about the proposed demolition;
the school building is an attractive feature of the village;

Demolition and replacement with housing will harm the character of this part of the village;

Alternative uses for the existing building should be sought.

5. Relevant Planning History

None

6. Main Planning Considerations

Principle of the Development – The site is located within the village of Llanddeusant which is a listed settlement defined under policy 50 of the Ynys Mon Local Plan and which normally allows the development of single plots within or on the edge of the village. The site (both school building and playing field to the rear of the site) is wholly within the development boundary of the village as defined under Policy HP4 of the stopped UDP. This policy allows the development of unlimited plot numbers. The school was the subject of the Council's rationalisation programme and has been vacant since that date. It has been confirmed that the school playing field was not formally put to community use during the lifetime of the school. The building,

albeit extended with flat roof additions, presents an attractive frontage to the street in this part of the village, complementing the church opposite. However, it is not a listed building and Llanddeusant has no Conservation Area designation. Although current planning policies would support the principle of the conversion or adaptation of the building to small scale commercial or residential use, there are no policies which would give weight to an insistence on retaining the building. The application made is for its demolition and for the redevelopment of the vacant site to create 8 residential units. The application must be considered on its individual planning merits. Any alternative application retaining the building for any use would similarly be considered on its merit, should such an application be presented.

The site is located amongst existing residential development.

Affordable housing units are proposed as part of the scheme in accordance with policy requirements.

Highways and Drainage: Concerns have been expressed regarding the fact that vehicular access will be taken on a bend in the road where there is considered to be a lack of visibility. The site is fronted by existing pavements and was in use as a small primary school. The Highway Authority raises no objection to the application subject to conditions.

In relation to drainage, further information was requested and is considered acceptable in principle.

Design and Privacy Issues: Concerns have been expressed regarding the loss of the school building and its current contribution to the streetscene and character of the area. As stated above, the school playing field was not in community use when the school was operational and redevelopment of the site would not lead to the loss of a community facility in that respect. The drawings submitted in support of the application are illustrative only as this is an outline application with all matters reserved for future consideration. It is anticipated that a sympathetic design solution could be achieved, for example, the terraced units illustrated on the road frontage could reflect the terraced units located on the main thoroughfare through the village and continue the existing pattern of development.

No concerns have been raised by neighbouring occupiers regarding overlooking or loss of privacy issues and given distances between properties and boundary treatment, it is not anticipated that the development of the site for residential use would unduly affect existing amenities.

Ecology: Due to difficulty of access to parts of the building a full ecological survey was not initially presented and objections were received that the details were consequently incomplete. A further bat survey has been undertaken which indicates that the property does not currently support bats. Best practice recommendations are however made.

Impacts on the Community and Welsh Language: Concern has been expressed by neighbouring occupiers that the development at the proposed scale would unduly affect the character of the village, overwhelming the community. An assessment of the anticipated effect on the Welsh language was undertaken and the results indicate that the proposal is unlikely to have such an effect as to justify refusal of planning permission. Affordable units would be reserved as a requirement of planning policy for local needs, assisting integration.

7. Conclusion

The scheme is acceptable in policy terms. Consultees raise no issues of concern.

8. Recommendation

To **permit** the application subject to conditions and a S106 agreement on affordable housing

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

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

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

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

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

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

(04) No development shall take place until samples of the materials proposed to be used on the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The approved materials shall be used in the implementation of the development.

Reason : To ensure a satisfactory appearance of the development

(05) Full details of all fencing, walling or other means of enclosure or demarcation shall be submitted to and approved in writing by the local planning authority before their installation.

Reason: In the interests of amenity.

(06) The reserved matters application shall include full levels details and cross sections, as existing and as proposed, to datum point., together with finished floor levels for the plots.

Reason: To ensure the satisfactory appearance of the development

(07) 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. The development shall proceed in accordance with the approved details unless the local planning authority gives its prior written consent to any variation. No occupation of the dwellings hereby approved shall take place until the drainage systems for the site have been completed and are operational.

Reason: In the interests of residential amenity and to ensure that the site is adequately drained.

(08) 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 11th 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.

(09) 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 11th November 2010 (Version 3).

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

(10) 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 11th November 2010 (Version 3).

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