

**Application Reference: FPL/2023/176**

**Applicant:** Mr Amarjit Shoker

**Description:** Full application for the demolition of 2 outbuildings together with the erection of 2 affordable dwellings, 4 open market dwellings with the creation of a new vehicular access on land rear to

**Site Address:** Post Office, Holyhead Road, Gwalchmai.



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

**Recommendation:** Caniatáu

**Reason for Reporting to Committee**

The application is reported to the planning committee at the request of Councillor Neville Evans amid concern in regards to the new access onto the A5 and the ability of the public sewerage network to accommodate additional flows. At the committee meeting held on the 7th of February 2024, the members voted to conduct a physical site visit. The site visit took place on the 21st of February 2024 and therefore the members will now be familiar with the site and its surroundings.

## **Proposal and Site**

The site is located in the settlement of Gwalchmai, with access afforded to the site via the A5 highway. The site is set back from the highway and is located to the rear of a row of residential properties. The application site itself currently forms part of the residential curtilage of a property and is a significantly lower elevation than the highway. The main application site is relatively level and does not include any major gradient changes. Residential development surrounds the site, with the exception of the post office/convenience store located to the North. The boundaries of the site are defined by a mix of walling, including block, timber and stone. Several mature trees also form the boundary to the South and East. The application site also includes a number of single storey outbuilding type structures which are in a poor state of repair.

The application is made for the demolition of the existing outbuildings together with the erection of 4 open market dwellings, 2 affordable dwellings and creation of a new access and internal access road. The dwellings will be of typical design for the area, including pitched slate roofs with rendered walls and areas of cedar cladding. The dwellings will be orientated in a linear fashion across the rear of the site, with the associated curtilages backing onto the curtilages of the adjacent properties. The foul water flows generated by the scheme will be disposed of into the public sewerage network, whilst surface water will be received by a SuDS scheme.

## **Key Issues**

The key issues of the scheme are its compliance with the relevant policies of the Joint Local Development Plan along with the acceptability of other material considerations such as:

- Highways
- Housing
- Drainage
- Ecology
- Design
- Impact upon residential amenity
- Representations by the public
- Welsh Language

## **Policies**

### **Joint Local Development Plan**

Policy PCYFF 1: Development Boundaries  
Policy PCYFF 2: Development Criteria  
Policy PCYFF 3: Design and Place Shaping  
Policy PCYFF 4: Design and Landscaping  
Policy TAI 3: Housing in Service Villages  
Policy TAI 8: Appropriate Housing Mix  
Policy TAI 15: Affordable Housing Threshold & Distribution  
Strategic Policy PS 1: Welsh Language and Culture

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

Strategic Policy PS 4: Sustainable Transport, Development and Accessibility  
Strategic Policy PS 5: Sustainable Development  
Policy AMG 1: Area of Outstanding Natural Beauty Management Plans

Technical Advice Note 12: Design (2016)

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

## Strategic Policy PS 16: Housing Provision

### Supplementary Planning Guidance - Affordable Housing (2004)

#### Response to Consultation and Publicity

Consultee	Response
Cynghorydd Neville Evans	Called to committee over concerns regarding access and foul drainage.
Cynghorydd Douglas Massie Fowlie	Concerns regarding drainage, trees and validity of information in Housing Needs Assessment.
Cyngor Cymuned Trewalchmai Community Council	Concern regarding access, traffic, affordability of dwellings and drainage.
Cyfoeth Naturiol Cymru / Natural Resources Wales	No objection.
Polisi Cynllunio / Planning Policy	Outline of applicable policies provided.
Strategol Tai / Housing Strategy	No objection.
Dwr Cymru Welsh Water	Condition regarding sewer diversion.
Gwasanaeth Addysg / Education Service	No contribution required.
Iechyd yr Amgylchedd / Environmental Health	Standard informatives regarding environmental protection.
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Satisfied with ecological measures proposed.
Priffyrdd a Trafnidiaeth / Highways and Transportation	Satisfied with access and parking provision. Suggested conditions in regards to access, parking and estate road.
Draenio / Drainage	SuDS application required.

Publicity was afforded to the scheme via the posting of personal letters to occupiers of neighbouring properties. At the time of writing this report, 29 letters of objection had been received over the course of 3 separate publicity periods. The issues raised in these letters will be addressed later in the report.

#### Relevant Planning History

FPL/2022/210 - Full application for the demolition of 2 outbuildings together with the erection of 2 affordable dwellings, 4 open market dwellings with the creation of a new vehicular access on land rear to Post Office, Holyhead Road, Gwalchmai - Withdrawn

#### Main Planning Considerations

##### Principle of Development

Gwalchmai is identified as a Service Village under the provisions of the Joint Local Development Plan and as such new housing in the settlement is considered under policy TAI 3. TAI 3 supports the creation of new residential units in Service Villages subject to capacity within the indicative provision level of housing. The indicative provision for Gwalchmai over the Plan period is 40 units. In the period 2011 to 2022 a total of 19 units have been completed in Gwalchmai, all on windfall sites. The total land bank in

April 2019, was 4 units all on windfall sites. This means that the development would exceed the indicative provision on windfall sites in Gwalchmai.

The Plan's Monitoring Framework will consider the number of units completed annually in order to determine if the Plan will achieve its overall housing requirement. The annual monitoring will also allow the Council to determine what type of sites will supply housing, i.e. allocations or windfall sites. The focus will be on the units completed rather than permissions. As well as this, the Monitoring Framework will try to assess if the Plan's Settlement Strategy is being achieved. Policy PS 17 states that 25% of its housing growth will be located within Villages, Clusters & Open Countryside. This indicator looks at housing consents. The indicative growth level for Villages, Clusters & Open Countryside is 1,953 units. 1,422 units were completed between 2011 and 2021 in all Villages, Clusters & Open Countryside and that 708 units were in the land bank. This data reflects the fact that the Plan inherited a number of planning consents that had been given by the Local Planning Authorities having regard to the previous development plans and material planning considerations. Some of these consents would align with the adopted JLDP. As there is capacity in the overall category for service villages, this development may still be supported.

However, as the settlement will see its expected level of growth on sites through units completed in the period 2011 to 2022 this application will need to be justified outlining how the proposed development is addressing the needs of the local community. The housing department provided figures to the LPA of waiting lists for housing, with the data showing there was substantial demand for 2 and 3 bed dwellings in the Gwalchmai area. As the development consists purely of 2 and 3 bed dwellings, the LPA are satisfied that the development is justified and corresponds with local housing needs. In addition to this, it is also required that a Welsh Language Impact Assessment is provided as the settlement will exceed its indicative provision level. A WLIA has been received and will be considered later in this report under the relevant heading. Due to the above, the planning department are satisfied the scheme is in accordance with policy TAI 8 and thus the principle of housing is acceptable.

### **Housing Mix**

In accordance with policy TAI 8 of the JLDP, all developments of 5 or more residential units are required to be accompanied by a housing mix statement. TAI 8 seeks to ensure that all new residential developments contribute to improving the balance of housing and meets the identified needs of the whole community. A Housing Needs Assessment was provided as part of the application which demonstrated how the developer had considered the needs of the community by giving regards to a range of housing needs lists and ultimately shaped the development. In consideration of the findings of the HNA and the data provided by the Housing department, the LPA are satisfied the scheme proposes a suitable housing mix and thus is in conformity with policy TAI 8.

### **Affordable Housing**

Policy TAI 15 seeks to secure an appropriate provision of affordable housing on all development of 2 or more units within Service Villages such as Gwalchmai. Since the proposed development proposes an increase of 6 units, this meets with the threshold noted in Policy TAI 15 for making an affordable housing contribution. As Gwalchmai is situated within the 'Rural West' housing price area in the Plan, it is noted that providing 20% of affordable housing is viable. As 2 units are proposed to be affordable dwellings the proposal therefore conforms with the requirements of Policy TAI 15.

### **Highways**

Highways matters were one of the principle issues raised by several parties including members of public, Local Members and the Community Council. The new access of the scheme is proposed to lead out onto the A5 highway running through the village and would be constructed with 2.4x45m visibility splays. The Highways department were satisfied with the proposed visibility and expressed no concerns. The highways department were also satisfied with the on site parking provision and confirmed that it was in conformity with the Local Authority Parking Standards. Subsequently, the LPA do not consider that there are any sufficiently material highway grounds to refuse the scheme.

## **Drainage**

Concern was also raised by the above mentioned parties in regards to the ability of the foul sewer network to accommodate the flows generated by the development. Dwr Cymru as the sewerage undertaker were consulted in regards to the scheme and raised no concern in regards to the capacity of the network. Dwr Cymru did however have concerns in regards to the proximity of the scheme to the public sewer. Dwr Cymru were satisfied for the application to be approved subject to the imposition of a condition requiring the submission of a public sewer diversion scheme. It is therefore not considered that there are grounds to refuse the application on the basis of drainage issues.

## **Welsh Language**

As mentioned earlier in the report, the application was required to be accompanied by a Welsh Language Impact Assessment by virtue of exceeding the settlements indicative housing provision. A WLIA was submitted as part of the scheme and was assessed by the Councils Welsh Language and Policy Manager. Having assessed the document, it was concluded that the document follows the methodology of the relevant supplementary planning guide, Maintaining and creating distinctive and sustainable communities, and is reasonable. It was additionally stated by the Welsh Language and Policy Manager that on the basis that the proposal is relatively small, meets local demand for housing and for affordable or low-cost units, it is agreed that the impact recognised by the assessment is a fair interpretation of the potential impact on the Welsh language. Subsequently it is considered that the scheme is in accordance with policy PS 1 of the JLDP.

## **Ecology**

In line with policy AMG 5 of the JLDP and the Councils Duty stemming from The Environment Act Wales (2016), all proposals are expected to demonstrate a net gain to biodiversity. The scheme was accompanied by an Ecological survey which identified the ecological value and features of the site, which thereafter formed a baseline ecological value to recommend appropriate methods of attaining the required net gain. The scheme included the provision of a landscaping scheme, along with the installation of nature boxes on the dwellings themselves. These measures were considered acceptable by the Ecology officer and subsequently the LPA are satisfied that the ecological obligations have been met.

## **Design**

Policy PCYFF 3 of the JLDP is the principle policy consideration in terms of design. The main thrust of PCYFF 3 is to ensure proposals are of a high quality design which complement and enhance the appearance of a site and its surrounding area. Having visited the site, it is not considered there is a set pattern of development to the area, however it was noted that there is somewhat of a design precedent in two storey pitched roof dwellings, with slate and render locally prevalent materials. In light of this, it is considered the scheme is appropriately designed and scaled by virtue of following local design precedents. The scheme will include areas of cedar cladding, which is not a material currently in existence in the area, however it is considered that the cladding will contribute to enhancing the appearance of the site by generating visual interest. The site is set back and at a lower level than the highway and therefore the scheme would not be visually prominent in the street scene.

Development located to the rear of existing housing may often be considered as what was referred to as tandem/backlands development, however it is noted that these terms are no longer part of Planning Policy Wales and instead attention is drawn to the general pattern of development. Having visited the site, it was observed that there was a recently erected dwelling on an adjoining plot and as such the scheme would not contravene any existing patterns of development in the area. Due to the above, the department are satisfied that the scheme is acceptably designed and conforms with policy PCYFF 3.

## **Impact upon residential amenity**

The location of the site in a dense residential area requires close scrutiny to any potential impacts the scheme may have upon residential amenity. PCYFF 2 of the JLDP provides a policy starting point in considering residential amenity, stating that proposals will be refused where they would have an unacceptable negative impact upon residential amenity. The dwellings will be arranged in a linear fashion running east to west on the site, with the rear of the properties facing to the south. The southern boundary of the site is shared with the residential curtilage of a single property, which is located 22m away from the nearest dwelling on the application site and 30m away from the furthest. These distances exceed the maximum distance of 21m noted in the SPG Design Guide and as such it is not considered that the LPA could implicate that the scheme would result in any overlooking or overbearing to an extent that would warrant refusal. To the east, a new dwelling is located at a distance of 11m away from the position of the proposed dwellings. The scheme has been designed so as no main or secondary windows are located in the gable looking towards this dwelling, with the only facing windows being a first floor landing window and a ground floor en suite window which will be obscure glazed. It is also noted that this boundary includes a 1.8m solid timber fence and that the neighbouring property includes a singular bathroom window only in the gable elevation. The LPA are satisfied that there will be no unacceptable negative impacts arising from this arrangement.

## **Representations by the Public**

The following issues were raised by members of the public via letters of observation;

- Access is dangerous
- Proposal will lead to more on street parking
- Proposal will negatively effect Welsh Language
- Insufficient parking offered as part of scheme
- Scheme will result in loss of privacy and increase general noise and disturbance in the area.
- No capacity in foul sewer network to accommodate development

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

- The Highway department has no concerns in regards to the access and were satisfied with the achievable visibility in light of the 20mph speed limit.
- The parking provision on site is in accordance with the Local Authority Parking standards.
- The Welsh Language and Policy Manager had no concerns in regards to the scheme. The submission was accompanied by a Welsh Language Impact Assessment as is required by policy PS 1.
- The distance between the windows of the scheme and the neighbouring property exceeds the relevant distances noted in the SPG Design Guide and therefore it cannot be reasonably said that the scheme would result in the loss of privacy to an unacceptable level.
- The site is located in a village centre location near a busy highway and as such it is not considered that unacceptable noise and disturbance would be generated by the development.
- Dwr Cymru as the statutory undertaker of the public sewer had no concerns in regards to its capacity to accommodate the scheme. The site is crossed by the public sewer, however Dwr Cymru were happy for consent to be granted with a condition requiring a public sewer diversion scheme before the commencement of any works on site.

## **Conclusion**

Having considered the scheme against all relevant policies and supplementary planning guidance, no reasons for refusal were encountered and no other material considerations were present that indicated a decision other than approval is justified. The scheme will make use of a suitable windfall site to deliver housing which is in demand by the local community as was demonstrated by the housing department figures. The LPA are therefore obliged to recommend approval of the scheme.

## Recommendation

That the application is permitted subject to the following conditions:

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

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

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

- Location Plan / Drg 1. Rev C
- Proposed Site Plan / Drg 3. Rev E
- Existing & Proposed Site Cross Sections / Drg 8.
- Proposed Landscape Plan / Drg 9.
- Proposed Typical Dwelling (2 bed) / Drg 8. Rev A.
- Proposed Typical Dwelling (3 bed) / Drg 7. Rev B.
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Reason: To ensure that the development is implemented in accord with the approved details.

**(03) The access shall be laid out and constructed strictly in accordance with the submitted plan before any dwellings are occupied and thereafter shall be retained and kept free from permanent obstruction and used only for access purposes.**

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

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

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

**(05) The access shall be constructed with 2.4 metre by 45 metre splays on either side. Within the vision splay lines nothing exceeding 1 metre in height above the level of the adjoining carriageway shall be permitted at any time.**

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.

**(06) No development shall take place until a scheme to enable the provision of gigabit capable broadband infrastructure from the site boundary to the dwellings/buildings hereby permitted has been submitted to and agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.**

Reason: To support the roll-out of digital communications infrastructure across Wales in accordance with Policy 13 of Future Wales.

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

Reason: In the interests of residential and visual amenity.

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

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

Reasons: (1) To ensure the implementation of an appropriate programme of archaeological mitigation in accordance with the requirements of Planning Policy Wales 2018 and TAN24: The Historic Environment.

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

**(09) The estate road(s) shall be completed to a base course finish with the surface water drainage system complete and fully operational before any work is commenced on the dwelling(s) which it serves.**

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

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

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

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

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

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

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

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

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

**The construction of the development shall be completed in accordance with the approved plan.**

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

**(11) 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 and approved in writing by the local planning authority " Management and Maintenance Plan". The Management and Maintenance Plan for the lifetime of the development shall include the arrangements to secure the operation of the scheme throughout its lifetime. The access and estate roads shall thereafter be maintained in accord with the Management and Maintenance Plan approved under the provisions of this condition for the lifetime of the development hereby approved.**



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

**(12) No development shall take place until details of a scheme to divert the public sewer crossing the site has been submitted to and approved in writing by the local planning authority. The scheme shall include a detailed design, construction method statement and risk assessment outlining the measures taken to secure and protect the structural condition and ongoing access of the public sewer. No other development pursuant to this permission shall be carried out until the approved diversion scheme has been implemented and completed. The approved scheme shall be adhered to throughout the lifetime of the development and the protection measures shall be retained in perpetuity.**

Reason: To protect the integrity of the public sewerage system and avoid damage thereto.

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

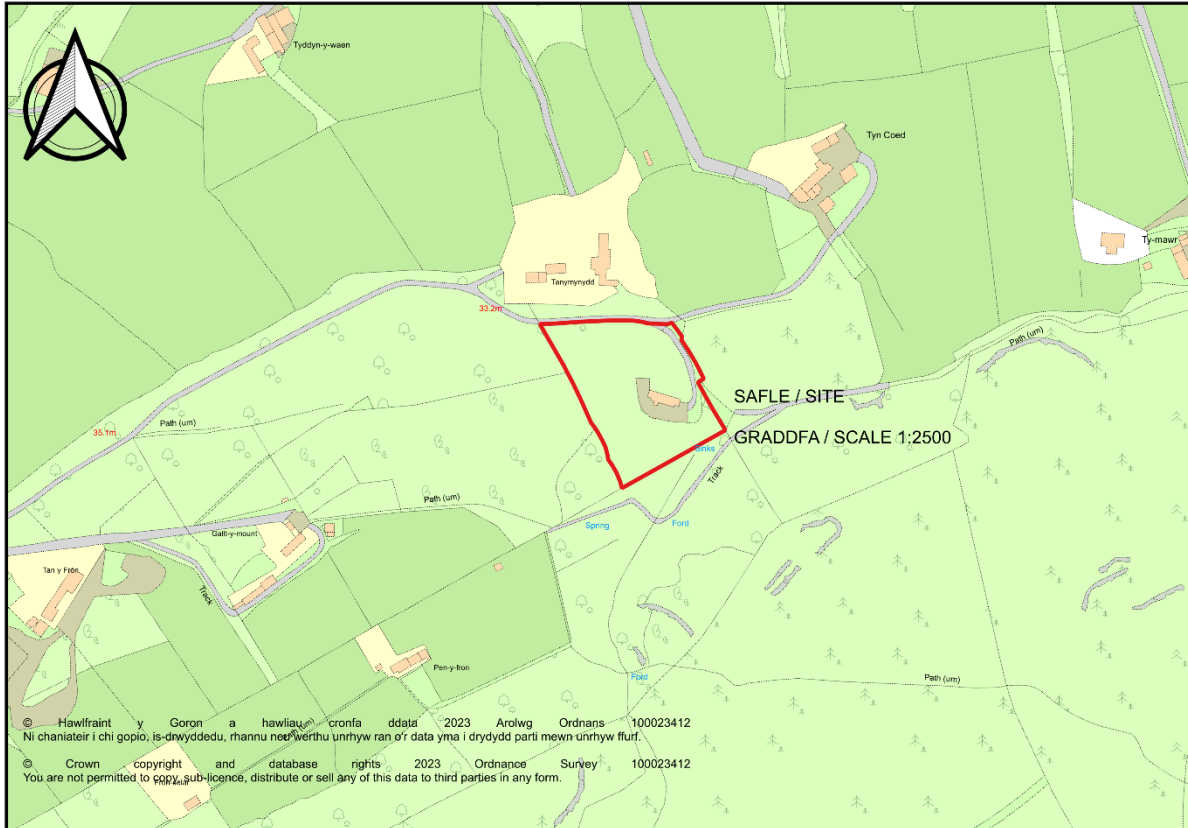
In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

Application Reference: FPL/2023/146

Applicant: Mr Matt Sharp

Description: Full application for the demolition of the existing dwelling and erection of a new dwelling together with associated works at

Site Address: Cae Graham , Pentraeth



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

**Recommendation:** Caniatáu

**Reason for Reporting to Committee**

The application is presented to the Planning and Orders Committee at the request of the Local Member, Councillor Margaret Murley Roberts.

At its meeting held on the 7<sup>th</sup> February 2024 the Committee resolved to refuse the application contrary to officer recommendation. The recorded reasons being as follows:

- The proposed replacement dwelling is not on the same footprint as the existing dwelling.
- The size of the proposed replacement dwelling, being approx. 50% greater than the existing dwelling exceeds the 20% maximum cited in the Supplementary Planning Guidance (SPG): Replacement Dwellings and Conversions in the Countryside.

- That the proposed development would have a detrimental impact on designated Dark Skies

In such circumstances paragraph 4.6.12.1 of the Council's Constitution requires that:

"Where the Committee are mindful to either approve or refuse a proposed development contrary to an Officer recommendation, the item shall be deferred until the following meeting so as to allow the officers to report further on the matter. The Committee must set out the reasons for wishing to decide against the officer recommendation. Committee members should adhere to these Rules when making planning decisions and take policy guidance from planning officers into due regard and only vote against their recommendations where genuine and material planning reasons can be identified. A detailed minute of the Committee's reason(s) shall be made and a copy placed on the application file. Where deciding the matter contrary to the recommendation may risk costs on appeal the Committee will take a recorded vote when deciding the application irrespective of the requirements of paragraph 4.1.18.5 of the Constitution."

Paragraph 4.6.12.2 requires that;

"The officer's further report shall detail the reasons put forward by the members, indicate whether such reasons are, in their view, genuine and material planning reasons and discuss the land use planning issues raised."

This report will therefore give consideration to these matters;

- The proposed replacement dwelling is not on the same footprint as the existing dwelling.

Criterion 6 of policy TAI 13 states that outside a Coastal Change Management Area, the siting of a replacement dwelling should be within the same footprint as the existing building unless it can be demonstrated that relocation within the curtilage lessen its visual and amenity impact in the locality.

The existing dwelling is located towards the rear of the site and faces North East. The proposed dwelling would be sited slightly forward of and lower than the existing dwelling and oriented to face the North West to take advantage of open views. Whilst the proposed replacement dwelling would not be in precisely the same location as the existing, there would be some overlap of the building footprints which would ensure that the existing dwelling would need to be demolished in order to erect the replacement dwelling. By virtue of being sited on slightly lower ground it is considered that this would serve to lessen its visual impact than would be the case were it to be sited in the location of the existing dwelling, furthermore it is not considered that the proposed siting would give rise to unacceptable landscape or visual impacts upon the designated AONB or upon the amenities of adjoining uses. On balance it is therefore considered that the proposal accords with criterion 6 of the policy.

- The size of the proposed replacement dwelling, being approx. 50% greater than the existing dwelling exceeds the 20% maximum cited in the Supplementary Planning Guidance (SPG): Replacement Dwellings and Conversions in the Countryside.

Criterion 7 of policy TAI 13 states that outside development boundaries, the siting and design of the total new development should be of a similar scale and size and should not create a visual impact significantly greater than the existing dwelling in order that it can be satisfactorily absorbed or integrated into the landscape. In exceptional circumstances a larger well designed dwelling that does not lead to significant greater visual impact could be supported;

Guidance contained in the SPG states that where justification has been received which would mean that the floor area would need to be larger than the original building, it is considered that this addition should be no larger than 20% of the floor area of the original unit. It notes that this figure is not a target to be achieved and every application will be assessed individually according to merit. The SPG also states in its flow chart for consideration of replacement dwellings that if the scale of the building is larger than the original but would not have a significantly greater visual impact then the proposal would conform with the principles contained within policy TAI 13. SPG's are a material consideration in planning decisions but are not planning policy.

Whilst the proposal in this case would lead to a dwelling with a floor area some 50% larger than the dwelling that currently exists, it is of a high quality design and use of dark natural materials which along with appropriate landscaping would represent an improvement upon the existing development and integrate well into the landscape. The dwelling would be nestled into the hillside and be well screened by existing trees and topography and would not result in a significantly greater or unacceptable visual impact upon the character and appearance of the area or designated AONB. It is therefore considered that the proposal accords with criterion 7 of policy Tai 13.

- That the proposed development would have a detrimental impact on designated Dark Skies

The initial consultation response received from the Ecological Adviser highlighted the potential for the development to give rise to light pollution. In response a lighting splay plan was submitted which included mitigation measures to prevent and control vertical and horizontal light spill from the development which the Ecological Adviser has confirmed is satisfactory. In addition, a condition will be included in any permission requiring the submission and approval of details of external lighting.

As a result of the above it is not therefore considered that the proposal will have a detrimental impact upon the designated AONB or dark skies.

### **Conclusion**

The proposal is considered to be acceptable and accords with relevant local development plan policies and it is not considered that the proposal would give rise to a significant detrimental visual impact upon character and appearance of the designated area, dark skies or the amenities of nearby properties.

### **Recommendation**

That the application is permitted subject to the following conditions:

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

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

**(02) The site shall be landscaped in accordance with the landscaping and planting scheme detailed on drawing No. 1243 A DR 010 Rev. E during the first planting season following the occupation of the dwelling 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.**

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

**(03) Full details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. Thereafter the works shall be carried out and maintained in accordance with the approved details.**

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

**(04) No development shall commence until a method statement detailing measures to prevent the spread of non-native invasive species has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.**

Reason: To prevent the spread of non-invasive species.

**(05) The car parking accommodation shall be completed in full accordance with the details as shown on the submitted plan reference 1243 A DR 010 Rev. E before the use hereby permitted is commenced and thereafter retained solely for those purposes.**

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

**(06) Demolition or construction works shall not take place outside the hours of 08.00 to 18.00 Mondays to Fridays and 08.00 to 13.00 on Saturdays and at no time on Sundays or Public Holidays.**

Reason: To protect the amenities of nearby residential occupiers.

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

Reason: In the interests of residential and visual amenity.

**(08) The development hereby approved shall be carried out in accordance with the Recommendations detailed in sections 5 of the Ecological Appraisal November 2022 and the Mitigation Measures detailed in section 5.2 of the Bat Survey Report 2023 by Rachel Hacking Ecology.**

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

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

Reason: In the interests of public health.

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

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

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

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

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

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

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

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

**The construction of the development shall be completed in accordance with the approved plan.**

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

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

- **Site Location Plan: 1243 A DR 000 Rev. A**
- **Proposed Site Plan: 1243 A DR 010 Rev. E**
- **Proposed Plans: 1243 A DR 011 Rev. C**
- **Proposed Elevations: 1243 A DR 012 Rev. B**
- **Proposed Levels: 1243 A DR 014 Rev. A**
- **Lighting Splay: 1243 A DR 015 Rev. B**
- **Drainage Design GA: 1093-WML-00-XX-DR-C-1001 Rev. P02**
- **Ecological Appraisal, Rachel Hacking Ecology, November 2022**
- **Bat Survey Report 2023, Rachel Hacking Ecology**
- **Arboricultural Impact Assessment, WC-133.1a, Woodsage Consulting, 1 December 2022**
- **Structural Report, WML Consulting**
- **Design and Access Statement, JDA Architects**

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

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

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: PS5, PS6, PS19, PCYFF1, PCYFF2, PCYFF3, PCYFF4, TRA2, TRA4, TAI13, AMG1, AMG5.

## **INFORMATIVE**

### **Vibration:-**

It is highly recommended that the applicant undertake an external and internal pre-condition survey of all residential properties that will be in close proximity to any piling / rock breaking / pecking / demolition activities to check for any pre-existing cracks and structural damage. This would not only protect the developer from any future legal claims of damage etc., but it would also provide the residents with some degree of comfort that any issues relating to the properties as a direct result of the developers activities could be addressed in a reasonable and proportionate manner.