

12.1

Gweddill y Ceisiadau

Remainder Applications

Rhif y Cais: **39LPA891A/CC** Application Number

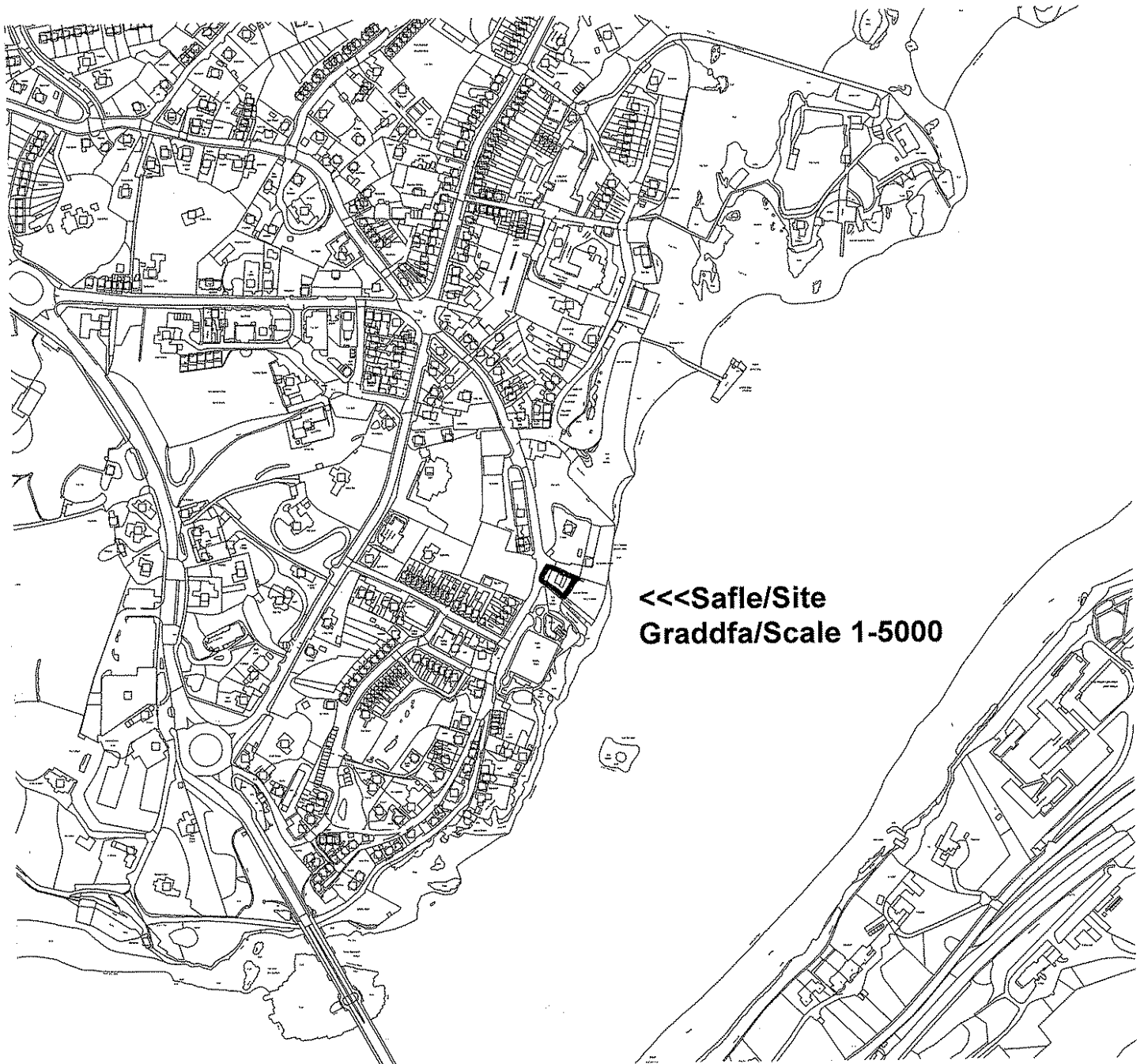
Ymgeisydd Applicant

**Head of Service (Property)
c/o Capita Symonds
c/o John Stoddard
Penrhos Manor
Oak Drive
Colwyn Bay
LL29 7TW**

Ail wampio a gwelliannau i'r ardal amwynder
arfordirol yn

Refurbishments and improvements to the coastal
amenity area at

Porth y Wrach, Water Street, Menai Bridge



Planning Committee: 05/01/2011

Report of Head of Planning Service (JBR)

Recommendation:

Permit.

Reason for Reporting to Committee:

Application by Local Authority.

1. Proposal and Site

The application site is located on Water St, Menai Bridge on the edge of the Menai Straits. The site comprises a seating area and slipway.

The proposal involves refurbishment and improvements to the existing coastal amenity area.

2. Key Issue(s)

The key issue is whether the proposed environmental improvements are acceptable within a designated Conservation Area.

3. Main Policies

Ynys Mon Local Plan

1 – General Policy

37 – Public Access

40 – Conservation of Buildings

Gwynedd Structure Plan

D3 – Landscape Conservation Areas

D25 – Conservation Areas

Stopped Unitary Development Plan

GP1 – Development Control Guidance

EN13 – Conservation of Buildings

4. Response to Consultation and Publicity

Local Member – No response at time of writing report.

Community Council – Approval

Highways – No recommendation

Environment Agency – Comments

Drainage – Comments

CCW – No objection/Comments

Gwynedd County Council – No objection

Welsh Water – Comments.

Response to Publicity

None received at time of writing report.

5. Relevant Planning History

39LPA891/CC – Proposed application for slipway improvements and trailer park at Porth Y Wrach, Menai Bridge – Granted – 6.2.08

6. Main Planning Considerations

The key issue is whether the proposed refurbishment and improvements to the coastal amenity area are acceptable within a designated Conservation Area.

The proposal involves refurbishment and improvements to the existing amenity area with the aim of improving the appearance, functionality and accessibility of the site.

Proposed works include new paving, seating, walling, railings and planting.

The proposed improvements are appropriate and fit for purpose and will preserve and enhance the character of the designated Conservation Area in line with local and national planning policy and guidance.

7. Conclusion

The proposed refurbishment and improvements are considered to be acceptable and it is not considered that the proposal will have an unacceptable effect on the character and appearance of the designated Conservation Area.

8. Recommendation

Permit

(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) The development permitted by this consent shall be carried out strictly in accordance with the plan(s) submitted on the 6.9.10 under planning application reference 39LPA891A/CC.

Reason: For the avoidance of doubt.

9. Other Relevant Policies

Ynys Mon Local Plan

31 – Landscape

42 – Design

Gwynedd Structure Plan

D4 – Location, Siting and Design

Stopped Unitary Development Plan

GP2 – Design

EN1 – Landscape Character

Planning Policy Wales (Edition 3)

10. Other Non-Material Issues Raised

None.

12.2

Gweddill y Ceisiadau

Remainder Applications

Rhif y Cais: 40C48D/EIA Application Number

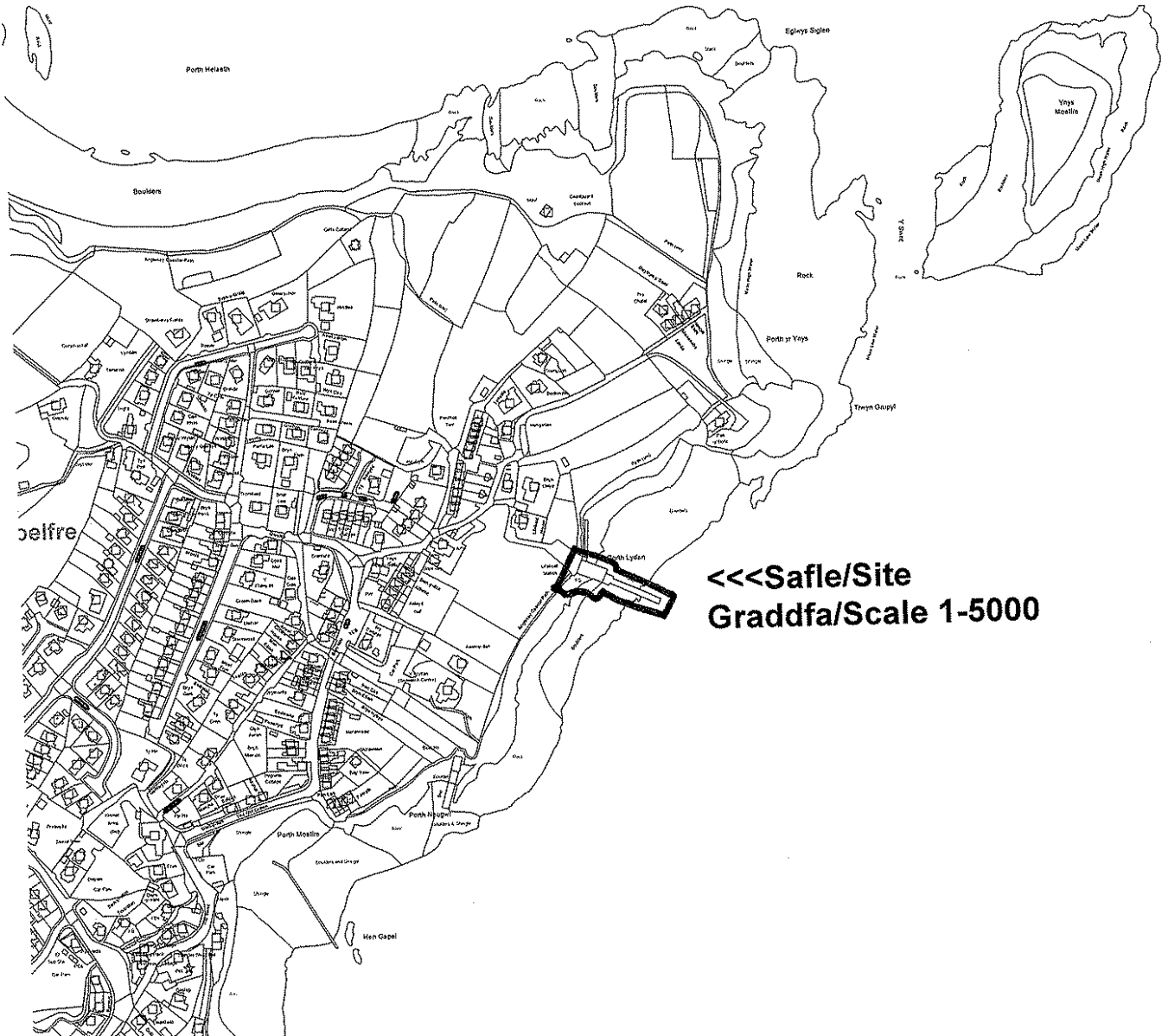
Ymgeisydd Applicant

RNLI Trading Ltd
c/o Opus International (UK) Ltd
Mr Aaron Parry
Modulus House
Salterns Lane
Fareham
Hampshire
PO16 0QS

Dymchwel yr adeilad bad achub a liithrfa
presennol ynghyd a codi adeilad bad achub a
liithrfa newydd yn

Demolition of the existing life boat house and
slipway together with the construction of a new life
boat house and slipway at

Lifeboat Station, Moelfre



<<<Safle/Site
Graddfa/Scale 1-5000

Planning Committee: 05/01/2011

Report of Head of Planning Service (DPJ)

Recommendation:

Refuse

Reason for Reporting to Committee:

The application is presented to the Planning Committee at the request of the local member.

1. Proposal and Site

The application site is located in a prominent location on the coastline and within the area of outstanding natural Beauty. It is located outside but within close proximity to Moelfre.

The application is accompanied by an Environmental Assessment and is made to redevelop the existing RNLI lifeboat station with a larger building. The development would accommodate a larger "Tamar" class offshore lifeboat.

The existing RNLI building is of a traditional pitched slated roof design. The proposal subject this application entails developing a prefabricated building of greater scale with a curved roof design. Externally the walls would be clad with red cedar and the roof finished with zinc.

2. Key Issue(s)

- Appropriateness of the scale, massing, design and external materials in this prominent location in the Area of Outstanding Natural Beauty.
- Access to the development via Lon Swnt and consequent impacts on occupants of adjacent residences.

3. Main Policies

Gwynedd Structure Plan

D1 AONBs
D4 Siting and Design
D5 Coastal Development
D28 Natural Mineral Slate
D29 High Standard of Design
FF11 Traffic Generation
FF15 (Pedestrian Requirements)

Ynys Mon Local Plan

1 General Policy
30 AONBs
33 Nature Conservation
35 Nature Conservation
42 - Design

Stopped Ynys Mon Unitary Development Plan

GP1 Development Control Guidance
GP2 Design
EN1 Landscape Character
EN2 Area of Outstanding Natural Beauty
EN4 Biodiversity

EN5 International Sites

Planning Policy Wales (Edition 3, July 2010)

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

Technical Advice Note 12 (Wales) Design (2009)

Technical Advice Note (Wales) 14 Coastal Planning (1998)

Technical Advice Note 18 (Wales) Transport (2007)

Technical Advice Note (Wales) 22 Sustainable Buildings (2009)

4. Response to Consultation and Publicity

Local Member – Request that the matter be submitted to committee.

Highways - No recommendation. Public footpaths nos. 51 & 52 are situated near the development as indicated on the attached plan. The granting of planning permission does not entitle the applicant to interfere with the public right of way.

Drainage - The proposal is to connect foul drainage from the development to the existing public sewer system and confirm that this is acceptable in principle.

Environmental Services - No observations

Environment Agency - With regard to flood risk, we are satisfied that the risk can be managed as the levels are elevated above the design flood levels stipulated in TAN 15 Development & Flood Risk (July 2004). This is confirmed by the drawings prepared by Clive Moore illustrating proposed floor levels to ordnance datum.

The potential risk of inadvertently introducing non-native invasive species via use of marine vessels, and materials brought in for this work should be given some consideration and if necessary appropriate control measures put in place. We recommend that the Countryside Council for Wales is consulted with regard to the works.

We have no objection to this development in principle if the septic tank has a sufficient capacity. However the applicant should confirm where the effluent from the tank is directed to. Any discharge to controlled waters requires Environment Agency consent.

In formatives are then recommended in respect of excavations, waste carriers, controlled wastes and storage of oils, fuels and chemicals.

Environmental Adviser - The Isle of Anglesey of Anglesey Council undertook an Appropriate Assessment under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 in relation to the potential impacts of the development from likely effects covered under the council's remit, that is the building and development above low water mark. Impacts relating to the separate FEPA licence administered by WAG, and any other work under the remit of other consent authorities will be assessed by the responsible bodies.

Welsh Water - As the applicant is using a septic tank for foul drainage they should contact the Environment Agency who may have comments to make.

Countryside Council for Wales - "CCW" does not object to the proposal, however we do have the following advice to avoid any adverse impacts on protected species:

It is understood that the Construction Method Statement (CMS) and Environmental Management Plan (EMP) are to be produced following planning consent being granted and if this is to be conditioned "CCW" should be consulted.

The Isle of Anglesey Council must consider the proposal under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 and should undertake a test of likely significant effects as required under regulation 61. However, they are of the opinion that as long as the measures specified in the Environmental Statement and in the additional information are adhered to then significant effects on the SAC/SPA are unlikely.

Noted that a bio security risk assessment and the inclusion of appropriate prevention measures to avoid bringing invasive alien species to the site will be fully covered in the EMP, but state that all barges should be thoroughly washed before entering the SAC.

The development is sited within the Anglesey Area of Outstanding Natural Beauty (AONB) where the primary objective is the conservation and enhancement of natural beauty. In view of this the council is remind of its duty under section 85 of the Countryside and Rights of Way Act 2000 which requires local authorities to have regard to the purposes of conserving and enhancing the natural beauty of the AONB.

The following comments are made by CCW's landscape architect:

The visual mass and architectural style may be an issue in relation to the proposal having regard to the character of the coastal village. A building in this location will be prominent (a local land mark on the coastal path) and surrounding landscape and visual receptors will be sensitive.

In its non-technical summary, the LIVA says:

"The effects would be adverse ranging from negligible to major depending on receptor location. Upon completion the effect of the proposal would be to make the narrow undeveloped coastal strip feel more developed. The reaction to the architecture and style of the building would be subjective with the adverse effect generally ranging from none to minor depending on the receptor location".

And later (page 99) the LVIA states:

"The use of a contemporary maritime style rather than traditional masonry vernacular (on account of the reasons cited above) would not strengthen historic character but would nevertheless be sympathetic to and potentially strengthen maritime character".

The proposed new building would appear "top heavy" on its plinth, and as such would appear as a clumsy imposition. The design, whilst not unappealing in itself, is characteristic of many new buildings today (sports halls, schools and small industrial units etc) and as such could be perceived as over standardised and not responding sufficiently on the intrinsic historic or natural characteristics of the rural coastal village within which it would be set.

This does not rule out a contemporary design.

Proposals for mitigation are welcomed but:

1. they are limited to the car park and setting.
2. are dependent on agreement with a land owner; and
3. are expressed as suggestions rather than firm commitments (“Could” rather than “would”).

Part of the development area is within the Coedydd Nant y Perfedd and Traeth Lligwyd Wildlife Site and the council should consult their Environmental Adviser.

Ministry of Defence - No objections

5. Relevant Planning History

40C48 - Installation of underground fuel oil pipelines and modifications to boat house and slipway Conditionally approved 07.07.1986.

40C48A - Alterations and Extensions Conditionally approved 26.09.91

48C48B/SCR - Screening opinion for the erection of a new lifeboat station EIA Required 09.05.08.

6. Main Planning Considerations

Principle of Development

Section 38(6) of The Planning & Compulsory Purchase Act 2004 states “Where, making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The development plan for Anglesey comprises the approved Gwynedd Structure Plan (approved November 1993) and the adopted Anglesey Local Plan (adopted December 1996).

On 1st December 2005 the County Council voted to implement the transitional arrangements set out in the LDP Wales regulations and to “stop work” on the Ynys Môn Unitary Development Plan (UDP). The deposit plan of 2001, as amended by the Inspector's report, remains a material planning consideration carrying weight commensurate to the stage it reached. This plan has reached a late stage in its preparation, but it does carry less weight than the development plan.

The application site is located outside the settlement boundary of Moelfre in both the Môn Local Plan (December 1996) & the Stopped Ynys Môn Unitary Development Plan (December 2005). It is also located within an Area of Outstanding Natural Beauty which is considered further in the next section of this report.

The application site comprises an existing developed site with lawful use as a lifeboat station. In this regard the principle of the development is considered acceptable and consideration in the remainder of the report focuses on detailed considerations, notably the scale and design of the proposed development.

Objections received had queried the need for a larger lifeboat station and the type of offshore lifeboat which would be housed in the development. Other objectors also queried why such a larger a boat could not be accommodated in Amlwch or Beaumaris. In response the RNLI have explained that the introduction of this class of offshore boat is fundamental to their strategic plan and that the Moelfre Station covers the important shipping route to and from Liverpool.

Area of Outstanding Natural Beauty

The application site is located within the Anglesey Area of Outstanding Natural Beauty “AONB”. Paragraph 5.3.5 and 5.3.6 of Planning Policy Wales (March 2002) provides national guidance on

AONBs and state the primary objective for designating AONBs is the conservation and enhancement of their natural beauty.

The coastal footpath leads directly passed the lifeboat station.

The proposed lifeboat station is larger than the existing building and proposes a curved roof design finished with zinc. Externally the walls would be clad with red cedar. Many of the objections made are based on the scale, design and appropriateness of the external materials proposed.

The Countryside Council for Wales and the council have concerns in relation to the scale, massing, design and external materials proposed in this location as detailed below. There are no objections in principle to a modern design approach but the existing proposal does little to reflect local character and appears foreign in this prominent location. The design has an increased footprint and is higher than the existing slate pitched building. Its box like appearance seems to exaggerate scale and massing which does little to enhance or mitigate its size in relation to its setting. The design and access statement concentrates heavily on functionality and delves little into the design philosophy and pays little respect to local vernacular.

The site is very visible from a number of sensitive receptors.

Mitigation has been considered but reserved primarily to the periphery of the curtilage items which are less contentious and do little to alleviate the impact of the new build on the wider setting.

It is considered that the existing proposal will have a detrimental visual impact on the "AONB" and that mitigation measures are at present insufficient to mitigate this.

It is considered that the development does not reflect the character and appearance of Moelfre adjacent and is inappropriate in this prominent location within the "AONB". These views have been supplied to the RNLI who have explained the reasoning for their proposal and why they consider it appropriate in this location.

Access to the development and consequent impacts on occupants of adjacent residences

The road leading to the application is severely narrow and bounded by residential properties. Objections have been received as regards the impacts on the amenities of occupants of these properties and the potential for damage and vibration. The applicant's have responded in detail on this matter and their response copied to the objector's and available to read in full in the pack of correspondence for members to read. In summary the applicant's describe how they would construct the development as the narrow road and hairpin corners prevent access to the site via large goods vehicles. They also state that they would produce a Traffic Management Plan which need to be approved by the council. The council's Highway's Section and Environmental Services are content with the proposal on this basis.

Other Issues

The "RNLI" have also responded in detail to the objections received and listed below. A copy of their response has been made available in the pack of correspondence available for member read to save reproducing it in this report.

7. Conclusion

The scale, massing, design and external materials proposed is considered inappropriate in this prominent coastal location in the "AONB".

8. Recommendation

That planning permission is **refused** for the following reasons:

(01) The application site is located in a prominent coastal location in the Area of Outstanding Natural Beauty. The scale, massing, design and external materials proposed would harm the amenities and character of the area, and would therefore be contrary to policies of 1, 30 and 42 of the Ynys Mon Local Plan, D1, D4 and D29 of the Gwynedd Structure Plan, GP 1, GP 2, EN1 and EN2 of the Stopped Ynys Mon Unitary Development Plan, Planning Policy Wales (2010) and Technical Advice Note 12 (Wales): Design.

9. Other Relevant Policies

Gwynedd Structure Plan
FF12 (Parking Standards)

Anglesey Local Plan
26 (Parking)

Stopped Anglesey Unitary Development Plan
TR10 (Parking Standards)

Isle of Anglesey Design Guide (2008)

Technical Advice Note 11 (Wales) Noise (1997)

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

10. Other Non-Material Issues Raised

13 letters received objecting to the planning application on the following grounds:

- Lon Swnt is a narrow lane with stone walls either side and is used as a footpath. Increased construction traffic would result in dangers to pedestrians.
- One writer refers to concerns in respect of the additional staff required in connection with the building.
- One writer offers potential options to the use of Lon Swnt.
- Red Cedar cladding inappropriate.
- Noise and Vibration - Environmental Report has not considered the impacts of Large Goods Vehicles passing the writer's property in terms of congestion, inconvenience, vibration and damage to property. The writer states they would expect the council to be responsible for any damage to property. Requested that the council confirm that they have taken these effects into consideration before determining the planning application.
- Planning Committee should undertake a site visit.
- Working Hours - Work is scheduled to commence at 07.00am this is too early and is going to disturb everyone – works should not be allowed to commence until 09.00am. The proposed working hours do not take into account social/age groups of residents and the fact that many properties are holiday homes.
- Design and scale of the building inappropriate for this location.
- Coastal path to be shut to construct the development.
- Tourist use the coastal path.
- Station should be downsized as the offshore lifeboat is not used. Need for the size and design of the building questioned by former lifeboat members. Also the need for a "Tamar" class boat questioned, suggested the duties could be undertaken by a class B lifeboat. Alternative locations such as Amlwch or Beaumaris could be considered if the RNLI consider that a larger "Tamar" class boat is still required.
- Application site is within an Area of Outstanding Natural Beauty.

- Building likely to be in situ for 100 years therefore an eyesore should be avoided.
- Metal curved roof is inappropriate.
- Contended that bat roost in the existing building.
- Manning the lifeboat in Moelfre is becoming difficult. Stated in several letters that crews travel from elsewhere at speed resulting in danger for other highway users.
- Queried whether the lifeboat station is too low in relation to spring tides and having regard to potential wave damage. One writer states that this will be exacerbated by climate change in the next 100 years. Suggested that the RNLI will subsequently request that it is raised as has happened elsewhere.
- Queried whether if planning permission is granted will there be a clause stipulating that the land is to be reinstated if the building is no longer required.
- Where will fuel be stored.
- Additional loading on the foul drainage system.
- Stated in exhibitions that the Planning Service requested the development in its present form.
- Exhibition held by the RNLI inadequate in terms of lack of plans and bi-lingual facilities.

11 letters of support. Some of these letters express reservations in respect of the cedar cladding/zinc roof and requesting that noise levels are kept to a minimum.

12.3

Gweddill y Ceisiadau

Remainder Applications

Rhif y Cais: **40LPA580A/CC** Application Number

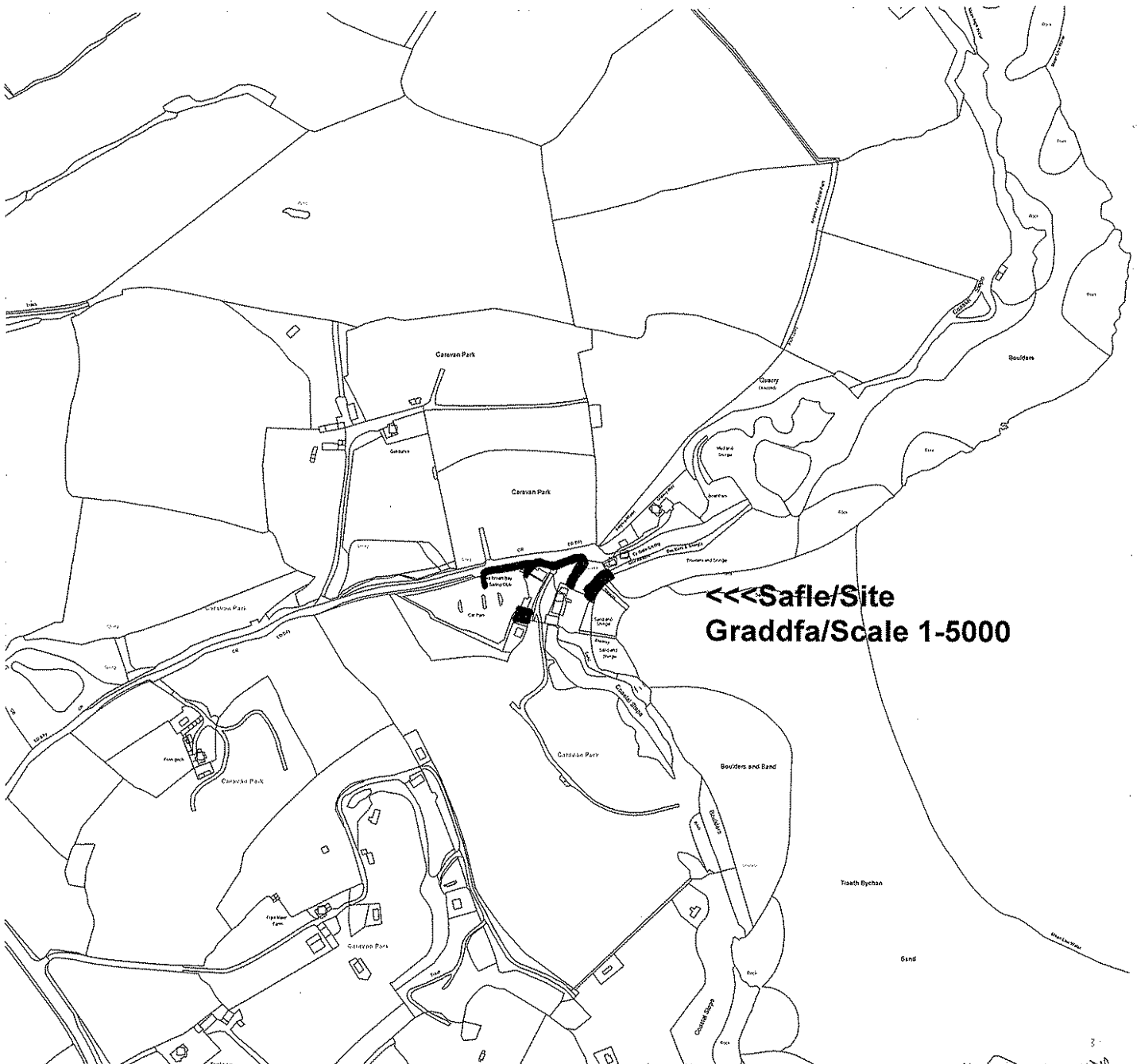
Ymgeisydd Applicant

**Head of Service (Property)
c/o Capita Symonds
c/o John Stoddard
Penrhos Manor
Oak Drive
Colwyn Bay
LL29 7TW**

Gwelliannau mynedfa, parcio a man amwynder arfaethedig ynghyd a gosod caban dros dro yn

Proposed access, parking and amenity area improvements together with the temporary siting of a portacabin at

Traeth Bychan



Planning Committee: 05/01/2011

Report of Head of Planning Service (JBR)

Recommendation:

Permit

Reason for Reporting to Committee:

Application by Local Authority.

1. Proposal and Site

The application site is located at Traeth Bychan, between Benllech and Moelfre, the application site comprises of the water front and Local Authority owned public car park.

The proposal involves improvements to the access, parking and amenity area together with the seasonal siting of a portacabin for use by the beach warden.

2. Key Issue(s)

The key issue is whether the proposed improvements are acceptable within the designated Area of Outstanding Natural Beauty.

3. Main Policies

Ynys Mon Local Plan

- 1 – General Policy
- 14 – Recreation and Community Facilities
- 26 – Car Parking
- 36 – Coastal Development
- 37 – Public Access

Gwynedd Structure Plan

- CH1 – Recreation and Tourist Development
- CH14 – Coastal Boating Facilities
- FF12 – Parking

Stopped Unitary Development Plan

- GP1 – Development Control Guidance
- TR10 – Parking Standards
- TO1 – Tourist Attractions
- TO8 – Water or Boating Facilities
- EN8 – Development on the Coast

Planning Policy Wales (Edition 3)

4. Response to Consultation and Publicity

Local Member – No observations

Welsh Water – Comments

Community Council – No objection/Comments
Highways – Conditional Approval
CCW – No Objection / Comments
Environment Agency – Comments
Environmental Health – No observations
Footpath Officer – Comments
Drainage – Comments

Response to Publicity

Three letters received, the main points raised are:

- Concern that parking arrangements a nearby occupier has had with the council since 1991 would be affected by the proposal.
- Comment that the beach cabin and shower are to be secured at the end of each day to reduce risk of vandalism
- Comment that additional signage be erected regarding dog mess and council bye-laws.
- Objection to the beach cabin as it would be unsightly.
- concern over the removal of boundary walls and provision of bollards and seating areas.
- Concern that new footpaths would affect access to the sailing club's premises.
- Concern that removal of areas of 'scrub' adjacent to sailing club would affect their water main which crosses this land.

A copy of the objection letters received were sent to the agent for a response which are summarised below, a copy of the letters and agent responses are included in the letters pack for members attention.

- Confirmation from the agent that agreed parking arrangements will remain unchanged.
- Points 2 and 3 are matters for consideration by relevant council departments.
- The seasonal beach cabin will be subject to a condition that it only be sited during the summer season.
- Removal of existing sea defence walls are to be replaced.
- Confirmation has been received from the agent and access to the sailing club's premises will not be affected by the proposals.
- Confirmation has been received from the agent that they are aware of the existence of the water main and will liaise with relevant statutory undertakers in this respect

5. Relevant Planning History

None.

6. Main Planning Considerations

The key issue is whether the proposed improvements to the access, parking and amenity area and siting of a seasonal portacabin is acceptable within the designated Area of Outstanding Natural Beauty.

The proposal involves environmental improvements with the aim of improving the appearance, functionality and accessibility of the site. The works comprise of widening car park entrance and resurfacing, replacement of existing steps, provision of crossing points and footway between car park and slipway, improvements to existing toilet block and provision of outdoor showers, provision of disabled parking, provision of seating areas, replacement steps and handrails and siting of a seasonal beach warden's cabin.

The proposed improvements are considered to be acceptable and will preserve and enhance the designated Area of Outstanding Natural Beauty in line with local and national planning policy and guidance.

7. Conclusion

The proposed improvements are considered to be acceptable and it is not considered that the proposed works will have an unacceptable effect on the character and appearance of the designated Area of Outstanding Natural Beauty.

8. Recommendation

Permit.

(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)The accesses shall be laid out and constructed strictly in accordance with the submitted plan before the use hereby permitted is commenced and thereafter shall be retained and kept free from permanent obstruction and used only for access purposes.

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

(03) The car parking accommodation shall be completed in full accordance with the details as submitted before the use hereby permitted is commenced and thereafter retained solely for those purposes.

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

(04) The beach cabin hereby granted shall only be sited between 1st April and 30th September in each year and shall be removed from the site between 1st October and 31st March.

Reason: To reduce the risk of flooding during the tidal flood season (October to April)

(05) The development permitted by this consent shall be carried out strictly in accordance with the plan(s) submitted on the 23.9.10 under planning application reference 40LPA580A/CC.

Reason: For the avoidance of doubt.

9. Other Relevant Policies

Ynys Mon Local Plan

30 Landscape

42 – Design

Gwynedd Structure Plan

D1 – AONB

D4 – Location, Siting and Design

D29 – Design

Stopped Unitary Development Plan

GP2 – Design

EN2 – AONB

10. Other Non-Material Issues Raised

None.

12.4

Gweddill y Ceisiadau

Remainder Applications

Rhif y Cais: **43LPA942/CC** Application Number

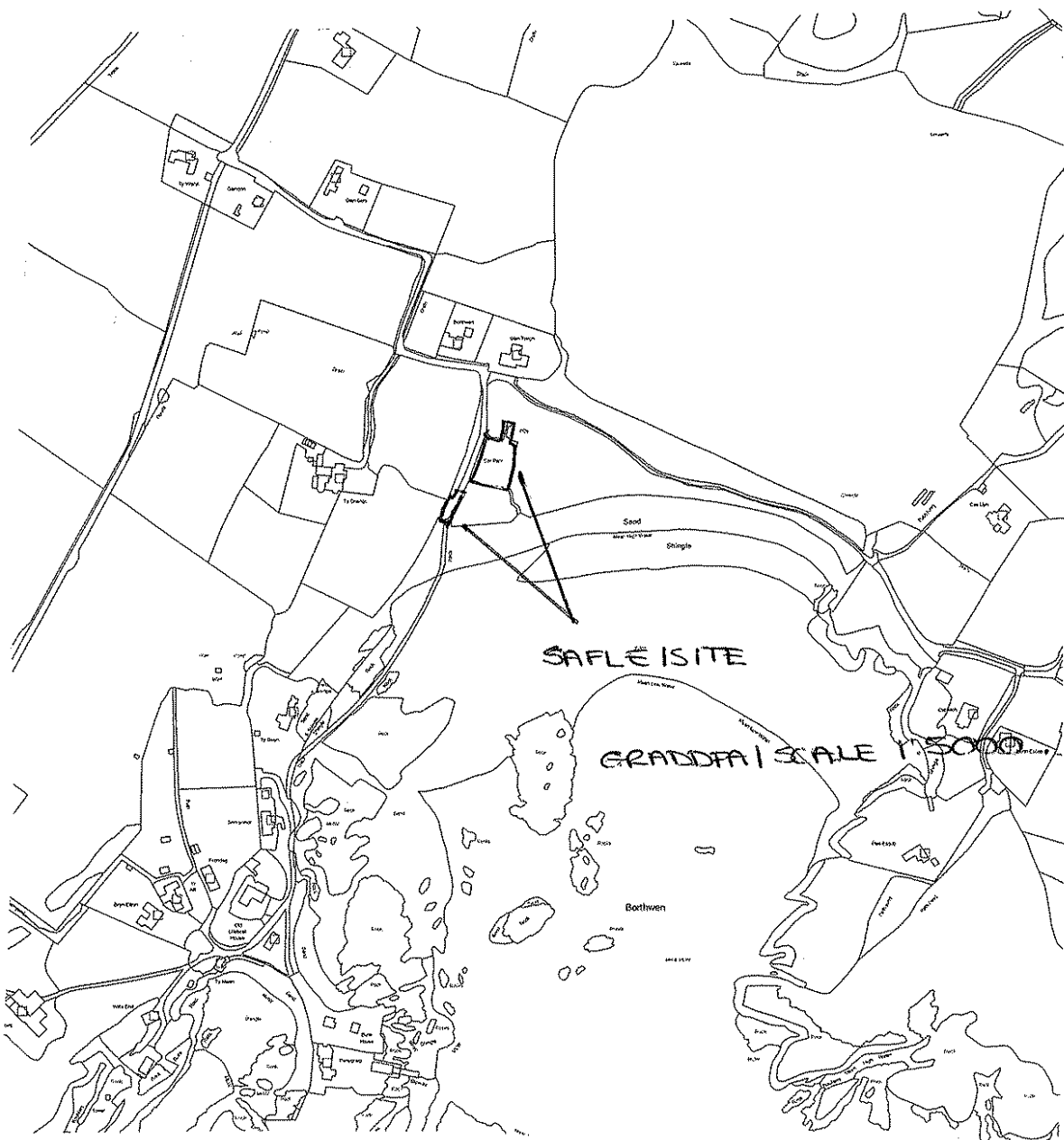
Ymgeisydd Applicant

**Head of Service (Property)
c/o Capita Symonds
c/o Jonathan Stoddard
Penrhos Manor
Oak Drive
Colwyn Bay
LL29 7TW**

Adnewyddu'r ardal amwynder gan gynnwys creu
ramp mynediad yn

Refurbishment to the amenity area including the
construction of an access ramp at

Borthwen, Rhoscolyn



Planning Committee: 05/01/2011

Report of Head of Planning Service (SCR)

Recommendation:

Permit

Reason for Reporting to Committee:

The application site is owned by the local authority and the application has been submitted by the local authority.

1. Proposal and Site

The proposal involves the refurbishment of the existing amenity area which includes improvement to the access ramp, car park improvements, provision and improvements to the existing street furniture and refuse compound, replace existing fencing and provide new signage. The proposed works are part of the Anglesey Coastal Environment Project.

The site is situated at Borthwen, Rhoscolyn. Between Rhoscolyn Head and Silver Bay on the south coast of Holy Island and is within the designated Area of Outstanding Natural Beauty. Part of the application site is situated within a zone C2 flood zone.

2. Key Issue(s)

The applications main issues are the affect of the proposal on the surrounding area which is designated as an Area of Outstanding Beauty and whether the development complies with TAN 15 – Development and Flood Risk.

3. Main Policies

Ynys Môn Local Plan

Policy 1 – General Policy
Policy 28 – Tidal Inundation and River Flooding
Policy 30 –Landscape
Policy 36 – Coastal Development
Policy 37 – Public Access
Policy 42 – Design

Gwynedd Structure Plan

Policy CH1 – Tourism
Policy D1 – Landscape
Policy D4 – Location, Siting and Design
Policy D32 –Landscaping

Stopped Unitary Development Plan

Policy GP1 – Development Control Guidance
Policy GP2 – Design
Policy EN2 – Area of Outstanding Natural Beauty
Policy EN9 – Development in or near wetlands, water courses and shorelines
Policy SG2 – Development and Flooding

Policy TO14 – Amenity Space

Technical Advice Note 15: Development and Flood Risk

Technical Advice Note 12 – Design

4. Response to Consultation and Publicity

Local Member – No response to date

Community Council – No response to date

Welsh Water – No response to date

Crown Estates – No objection. Comments raised that part of the land which had been outlined within the local authorities ownership was owned by the Crown Estate. However as this does not form part of the application site it does not affect the current application

Highways – No recommendation

Countryside Council for Wales – No objection

Environment Agency – The Flood Consequence Assessment has complied with the requirements of Technical Advice Note 15: Development and Flood Risk

Drainage – Standard comments

Maritime Officer – Support application

Response from members of the public

The application was afforded three means of publicity. These were by the posting of a notice near the site, the publication of a notice in the local press and the serving of personal notifications on the occupiers of neighbouring properties. The latest date for the receipt of representations was the 14th December, 2010. At the time of writing this report no letters of representation had been received at the department.

5. Relevant Planning History

None

6. Main Planning Considerations

Affect on surrounding landscape – The application site is located within an Area of Outstanding Natural Beauty (AONB). It is a statutory designation that recognizes its importance in landscape quality and nature conservation terms.

The primary objective for an AONB designation is the conservation and enhancement of their natural beauty. Local authorities have a statutory duty to have regard to AONB purposes and development control decisions affecting AONB's should in the first instance favour conservation of natural beauty.

The proposal will improve the existing amenity area and will enhance the appearance of the area.

The proposal will not have an adverse affect on the nearby Site of Special Scientific Interest and Special Protection Areas as they are situated 30 metres away from the application site and therefore the proposed works do not encroach onto these designated areas.

Flood Risk – The Flood Consequence Assessment submitted as part of the application complies with the requirements of Technical Advice Note 15 – Development and Flood Risk and confirms that will not result in further flooding problems

7. Conclusion

The proposal will improve the existing amenity area and improve visitor facilities. The proposal will not have an adverse affect on t he surrounding landscape.

8. Recommendation

Permit

(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) The development permitted by this consent shall be carried out strictly in accordance with the plan(s) submitted on the 16:11:10 under planning application reference 43LPA942/CC.

Reason: For the avoidance of doubt.

9. Other Relevant Policies

None

10. Other Non-Material Issues Raised

None