

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY
7th MAY 2019

APPLICATION NO:
P/2018 /0888

LOCATION:
BROAD OAK FARM LLYNDR LANE
ROSSETT WREXHAM
LL12 0AU

DATE RECEIVED:
19/10/2018

COMMUNITY:
Rossett

DESCRIPTION:
CHANGE OF USE AND
CONVERSION OF BARNs TO 10 NO.
RESIDENTIAL UNITS INCLUDING
DEMOLITION, NEW BUILD PARKING
BARNs, ACCESS AND PARKING
ARRANGEMENTS

CASE OFFICER:
MR

WARD:
Rossett

AGENT NAME:
CASSIDY AND ASHTON
MR GUY EVANS

APPLICANT(S) NAME:
MR SHAUN TROWBRIDGE AND
TRUSTEES OF T H ROGERS
(DECEASED)

SITE



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PROPOSAL

The application seeks full planning permission for the conversion of agricultural buildings to 10 no. residential units including demolition, access and parking arrangements, as well as the construction of 3 no. parking barns.

HISTORY

P/2018/0223 Conversion of barns (including part demolition) to form 5 no. dwellings, access arrangements and associated works.
Refused 30/07/2018. Appeal dismissed 02/04/2019.

P/2017/0623 Change of use and conversion of barns to 13 no. residential units including part demolition, access and parking arrangements.
Refused 30/07/2018. Appeal dismissed 02/04/2019.

DEVELOPMENT PLAN

Within Green Barrier and Special Landscape Area. UDP policies EC1, EC5, EC12, GDP1, H3, H5 and T8 apply.

LPG 03 – Converting Rural Buildings, LPG 13 – Housing in the Countryside, LPG 16 – Parking Standards, LPG 21 – Space Around Dwellings.

CONSULTATIONS

Community Council: No objection.

Local Member: Notified 23.10.2018. Supports the proposal.

Welsh Water: The applicant intends on using a septic tank facility. NRW should be consulted on the application. Should circumstances change, Welsh Water request that they are re-consulted on the application.

Highway Authority: The existing most northerly access point would be permanently closed up.

 The central access would be modified to the standards required and visibility splays of 2.4 x 49m in both directions would be achievable.

 The southern access is indicated on the plan as not being used for a vehicular access.

 It is recommended that the proposed footway along the site frontage is extended into both

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access points and also provides a link to the existing footway beyond the southerly access.

Re-alignment of the existing carriageway would appear acceptable.

Lavister Lane would benefit from an additional passing place located on the unclassified road between the junction with Llyndir Lane and Rossett Business Village.

If the proposal was to be supported without adequate footway improvements but limited to existing traffic generation levels experienced by the farm, then this would equate to 10 – 11 dwellings.

It may not be considered justified to request provision of a footway link between the application site and Rossett Business Village given proposed traffic generation would equate to traffic generation experienced by the previous use of the farm.

Parking provision and turning/manoeuvring within the site is considered to be acceptable.

Public Protection:

No objection subject to conditions to secure submission of a Noise Survey given the sites proximity to the A483 and dust management scheme.

Ecology:

Bat mitigation required, which should be provided in an existing building given there is a higher chance that bats would utilise an existing building as opposed to mitigation provided in a parking barn which is a new building. Mitigation proposed for bats appears to be acceptable subject to conditions.

Scheme of reasonable avoidance measures for Great Crested Newts would also be required by condition.

Conservation:

Further clarification sought on the existing and proposed openings for units 1 – 8 and the proposed openings need to reflect the original. Number of rooflights proposed is excessive and should be reduced.

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A proposed large shallow pitched gable elevation is proposed to units 9 – 10 which needs amending given this could not accommodate a slate roof.

Revised plans have been received largely reflecting the Conservation Officers comments in regards to the detail of the barns.

Vast areas of hardstanding are proposed, which would not be acceptable in this rural location. Boundary treatments are considered to be poor. Details of the bin stores are required up front. Parking barns should have a painted finish as opposed to stained. These elements of the scheme need addressing up front as they are fundamental to the success of the scheme.

Trees: More emphasis and detail should be made in regards to hedgerow and tree planting particularly to the north and north east boundaries.

Tree Officer raises no concerns in regards to the impact of the proposal on existing trees and concurs with the findings and recommendations outlined in the Arboricultural Report.

Flood: No objection subject to a condition to secure foul, surface water and land drainage scheme prior to commencement of development.

NRW: No objection subject to conditions.

Network Rail: No objection in principle. Comments relate to safe operation of railway and train line.

Ramblers Association: Proposal must not divert or block footpaths Burton 1 and Burton 3.

CPAT: Level 1 Photographic Survey recommended should be carried out.

Education: Contribution required for secondary school provision.

Press Notice: Expired 22.12.2019.

Neighbours: 2 no. representations received, from the same property.

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Concerns raised include the development would result in potential for increased flooding to neighbouring properties, the proposal is not sustainable, external lighting, provision for wildlife and increased vehicle movements should be addressed, the design and layout of Barn M is not in keeping with the surrounding area, the scale of development is large in relation to the site location.

SPECIAL CONSIDERATIONS

Principle of development:

Planning History

This application was the subject of two separate planning applications in 2017 and 2018, under P/2017/0623 and P/2018/0223.

Both applications were refused at Planning Committee on 30/07/2018, with the key reasons for refusal being that some of the buildings proposed for conversion were considered unsuitable in principle and the resultant design and layout of the buildings would adversely impact on the character and appearance of this open countryside location.

An additional reason for refusal was added to P/2018/0223 on the basis that insufficient information had been submitted to assess the impact of the proposal on bats.

The applicant appealed against both refusals and the appeals have been subsequently dismissed by the Planning Inspectorate (appeal decisions issued 02/04/2019).

Pre-application discussions have been undertaken with the agent since the above planning application refusals were issued and the agent was advised of the amount of development that would be considered acceptable in principle by the Local Planning Authority.

This current application has combined both previous sites into one and seeks to address the previous reasons for refusal.

Green Barrier

The site is located within designated green barrier to which Policy EC1 of the UDP applies.

As part of the scheme the proposal would involve demolishing a number of buildings, which would reduce the overall massing and built form on the site. The application site is considered to be contained within the existing footprint

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and would not extend or encroach any further into green barrier/open countryside, beyond the existing.

The impact on the green barrier is considered to be appropriate and would not result in harm to existing levels of openness.

Barn Conversions

Wrexham Local Planning Guidance 03 advises that there are some buildings not suitable for conversion, including those which are structurally unsound, unsuitable in terms of size and form of construction and at risk of flooding.

The application seeks to convert 3 no. buildings, construct 3 no. buildings and demolish 9 no. buildings and 3 no. structures. The existing site layout with the barns annotated is shown below. Barns A, B and M are proposed for retention whilst all other buildings and structures are proposed for demolition. A section of Barn D, which comprises one of the demolished buildings, would be retained for bat mitigation.



Barns A, B and M

The barns proposed for conversion are considered to be traditional in appearance and construction with original features worthy of retention, particularly when viewed in context with the other barns on site proposed for demolition.

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There are already existing openings serving the buildings with some of the walls having traditional exterior patterns.

The submitted Structural Survey states that the entire roof of Barn A would need replacing, as do the roof trusses of Barn B.

Some demolition of Barns A, B and M would also be required to facilitate the conversion works, however this is not considered to be so significant, as to alter the original character and appearance of the barns, particularly given the vast majority of demolition would be open ended outbuildings and structures attached to the barns. If anything, the removal of Structure C, Barn C and part of Barn M are considered would be an improvement to the overall design and layout of the scheme.

The Survey concludes that Barns A, B and M are generally structurally sound and capable of conversion and remedial works, without affecting the integrity of the buildings.

The extent of work and alterations required to Barns A, B and M would be much less than the cumulative amount of work required under the previous applications, to achieve the conversion works required. Furthermore, these buildings have a much more traditional appearance and are typically far more rural looking in character than the remainder of the buildings on the site which are utilitarian and modern in appearance.

Having regard to the above, the principle of conversion of Barns A, B and M is considered to be acceptable.

A section of Barn D (the north eastern corner) measuring 10m x 10m would be retained as part of the proposal, in order to provide the required bat mitigation, explained further in the Ecology section of the report.

Barn D possesses no features worthy of retention and is considered to be of little design merit. However the section proposed for retention is considered to be limited in scale, particularly in relation to its current size and form and its siting to the rear north east corner of the site would mean it would be screened from the adjacent highway and street scene.

This section of building would not be converted, remaining in its current form to provide accommodation for bats, which is considered that on the basis of the above and having regard to the protected status of bats, would be acceptable.

Parking Barns

Three parking barns are proposed as part of the application, involving the construction of three new buildings. No existing buildings would be utilised to facilitate provision of these.

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However, the overall scale, form and design of the parking barns are considered to be subordinate and relatively complimentary to the barn conversions, with all three parking barns being sited to the rear of the barns and therefore being relatively well concealed from the adjacent highway.

The design of the parking barns are considered would be more akin to the traditional appearance of the barn conversions, as opposed to if the modern buildings on the site were utilised for this purpose. Provided a condition is secured to ensure submission of material samples and finish, this element of the scheme is considered to be acceptable.

The proposed Site Layout Plan is shown below.



Appeal Decisions

It should be noted that the Inspector, in his decision, stated he had no reason to disagree with the LPA's opinion that the conversion of Barns A and B on Site 1 was considered acceptable. He also stated that the LPA accepted in principle, the part demolition and conversion of Barn M on Site 2.

Design and Layout: The submitted Site Layout Plan shows the private amenity space serving units 4 – 6 would be along the frontage of these properties, adjacent to the access road leading into the site and visible from the adjacent highway.

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Detailed consideration would need to be given to boundary treatments to ensure these do not compromise the traditional character and appearance of this part of the conversion complex, particularly given its highly prominent appearance from the street scene.

A landscaping plan has been submitted, demonstrating the location and typical boundary treatments proposed, as well as areas of hard and soft landscaping and planting details within the complex.

The planting details are vague and a condition to secure detailed boundary treatments, as well as samples of hard surfacing and specific planting plans would be attached to any grant of planning permission to ensure landscaping within the site is appropriate.

In terms of the proposed elevation treatments and overall design of Barns A, B and M, the Conservation Officer originally raised concerns in regards to the cumulative number of openings proposed and the inconsistency in terms of finish and design.

Revised plans submitted by the agent have addressed the concerns raised, and the number of openings proposed are now considered to be more uniform by virtue of design and appearance.

Conditions would be attached to secure samples of any new materials proposed as well as detailed design and furniture of openings.

Residential Amenity: Any overlooking between the ground floor habitable rooms in the north elevation of Barn A and south elevation of Barn M are considered could be mitigated against by appropriate boundary treatments and screening.

The first floor habitable window serving Bedroom 2 in unit 6 (Barn A) would be located approximately 18m away from the ground floor bedroom window serving unit 9 (Barn M). However, the first floor window is considered to be limited in width, naturally reducing the amount of overlooking that would occur.

Furthermore, given the orientation of both properties, the windows would not directly face one another, therefore resulting in oblique views between both windows, further reducing the overall overlooking impacts.

Having regard to the above, the amount of overlooking is limited and would not be so significant as to warrant refusal of the scheme on this basis.

The rear (E2) elevation of Barn A and rear (E7) elevation of Barn B would measure approximately 22m away from one another, meeting the spacing standards guidelines as set out within LPG 21.

There would be some overlooking into the amenity areas serving units 4 – 6 given their location alongside the access road into the site, however provided

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high quality boundary treatments are achieved, it is considered that this could be mitigated.

The existing southern-most access point is shown would be inaccessible by vehicles as part of the proposal, which would differ from what was proposed under P/2017/0623, which indicated this access would be two way.

The closing up of this access is considered would help to reduce any vehicular noise and disturbance to the outdoor amenity areas for the occupants of units 7 and 8.

The amenity areas serving units 7 and 8 would also result in some overlooking given their siting within the central confines of Barns A and B. However this is not overly uncommon in barn conversion schemes given the relationship between barns are usually closely linked.

Similarly to units 4 – 6, provided appropriate boundary treatments are secured to achieve some privacy as well as to delineate defensible boundaries, this element of the scheme would be considered acceptable.

The site lies in close proximity to the A483. Public Protection raises no objection subject to a condition to secure a Noise Survey and any associated mitigation measures, prior to commencement of development.

The recommended condition to secure the dust management scheme is covered by separate legislation.

In the interest of ensuring no further agricultural use of the site, a condition would be attached to require that all barns proposed for demolition are undertaken prior to commencement of development.

Highway Safety: The required visibility splays from the proposed central access would be achievable.

The southern-most access would be closed off for vehicles, which is considered to be acceptable.

Re-alignment of the existing carriageway would appear acceptable, as would the extension of the footway across the site frontage.

Highway Authority advises that Lavister Lane would benefit from an additional passing place and that a footway link between the application site and Rossett Business Village would be a significant improvement.

Based on the submitted TRICS data and the existing traffic generation levels experienced by the farm, this would equate to 10 – 11 dwellings. On this basis, given the proposal would result in 10 no. residential units, it is not considered reasonable to request the improvements suggested by the Highway Authority.

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Parking provision is acceptable, as is turning and manoeuvring for a refuse vehicle.

Conditions would be attached to any grant of decision notice to secure visibility splays, submission of Construction Traffic Management Plan and a scheme for the construction of the footpath across the site frontage and carriageway widening.

Ecology: NRW raise no objection subject to conditions to secure ecological mitigation for Great Crested Newts and bats, the finished floor levels are set at 300mm above ground level, mitigation for potential contamination risks and submission of a drainage scheme.

Ecology Officer raises no objection, on the basis of the retention of a section of Barn D to accommodate bats present on site. The retention of an existing building results in a far greater chance that any existing bats present on site would utilise an existing building for habitat and accommodation purposes, as opposed to utilising a new build.

Long term maintenance and monitoring would be secured by condition.

Trees: Tree Officer raises no objection in regards to the impact of the proposal on existing trees and concurs with the findings and recommendations stated within the accompanying Arboricultural Report.

More emphasis should be placed on hedgerow and tree planting, particularly to the north and north-east of the site, with the proposed hard standing areas being reduced in size to accommodate wide formal grassed areas. This would form part of any agreed landscaping scheme.

Contaminated Land: NRW advise that based on the submitted Preliminary Risk Assessment, conditions would be required in relation to contaminated land.

Education: The scheme triggers an education contribution towards Darland Secondary School. Should the application be granted approval, a S.106 Agreement would be required to secure the contribution.

Drainage: Wrexham's Flood Officer raises no objection, advising that sufficient information has been submitted to indicate a means of surface water management would be achievable on the site.

Additional details of a scheme demonstrating compliance with the Statutory SuDS Standards for Wales would be secured by condition.

Conclusion: The principle of development is considered to be acceptable, and subject to the completion of a S.106 Agreement as well as compliance with the relevant conditions outlined below, the scheme is recommended approval accordingly.

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RECOMMENDATION A

That the Head of Environment and Planning be given delegated authority to determine the application in accordance with the recommendations below.

RECOMMENDATION B

That the Council enters into an Obligation under Section 106 of the Town and Country Planning Act 1990 to secure:

- i. A financial contribution of £28,627 towards education contribution for Darland Secondary School;

That the Head of Environment and Planning be given delegated authority to determine the final form and content of the Obligation.

RECOMMENDATION C

Upon completion of the Planning Obligation that permission be **GRANTED** subject to the following conditions:

CONDITION(S)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. The development shall only be carried out in strict accordance with the details shown on the approved drawing(s) referenced:-
 - 1:250 Proposed Access Arrangement/Improvements (Dwg No. VN70889-SK03 Rev A),
 - 1:500 Passing Place and Footway Link Proposals Rev B (Dwg. No VN70889-SK04 Rev B),
 - 1:500 Swept Path Analysis (Dwg No. VN70889-TR100 Rev A) (dated 04/02/2019)
 - 1:200 Proposed Site Layout (Dwg No. L04 P6)
 - 1:100 Proposed Floor Plans & Elevations Units 9 & 10 (Dwg No. L08.06 P2),
 - 1:100 Proposed Elevations Sheet 1 Units 1 - 8 (Dwg No. L08.04 P2),
 - 1:100 Proposed Elevations Sheet 2 Units 1 - 8 (Dwg No. L08.05 P2),
 - 1:100 Proposed Ground Floor Units 1 - 8 (Dwg No. L08.01 P2),
 - 1:100 Proposed First Floor Units 1 - 8 (Dwg No. L08.02 P1),
 - 1:100 Proposed Second Floor Units 1 - 8 (Dwg No. L08.03 P2),
 - 1:100 Typical Parking Barn - 4 Space (Dwg No. L09.01 P1),
 - 1:200 Landscaping Framework (Dwg No. L10 P2)
 - 1:100 Proposed Bat Mitigation (Dwg No. L11 P2)

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3. Prior to their use on the development, samples of all external facing and roofing materials for use on the existing barns and proposed parking barns, shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in strict accordance with such details as are approved.

4. Prior to their installation on each dwelling, drawings to a scale of 1:5 and 1:20 fully detailing all new or replacement windows and doors shall be submitted to and approved in writing by the Local Planning Authority. The details shall fully describe the proposed materials, decorative/protective finishes, method of opening and glazing type and include cross sections for glazing bars, sills and heads etc. The works shall only be carried out in strict accordance with such details as are approved.

5. The first floor windows serving the en-suites in Units 5 and 6 as shown on approved plan Dwg No. L08.02 P1, shall be obscurely glazed and thereafter retained for the lifetime of the development.

6. All new and any replacement rainwater goods shall be cast iron and finished in black.

7. Notwithstanding the approved Landscaping Framework (Dwg No. L10 P2), prior to commencement of development, full details of a hard and soft landscaping scheme, to include bin storage, native planting as well as type, positions, materials and design of all boundary treatments, together with a timescale for implementation of works shall be submitted to and approved in writing by the Local Planning Authority.

8. The landscaping scheme submitted and approved in connection with condition no. 7 shall be fully implemented in all respects within the agreed timescale and in strict accordance with the approved scheme.

9. No part of the development shall commence until a scheme for the comprehensive and integrated drainage of the site indicating provision for foul water, surface water and land drainage has been submitted to and approved in writing by the Local Planning Authority. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of Sustainable urban Drainage Systems (SuDS) in accordance with the principles of sustainable drainage systems set out in Technical Advice Note 15: Development and Flood Risk, and demonstrating compliance with the Statutory SuDS Standards for Wales. The results of the assessment shall be submitted in writing to the Local Planning Authority. The submitted details shall:

i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of receiving ground water and/or surface waters;

ii) Specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and,

iii) Provide a timescale for implementation, management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

10. No part of the development shall commence until a noise survey in order to determine noise levels for both day and night has been carried out,

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and a detailed report of the survey findings together with a detailed scheme of noise attenuation and or noise insulation measures has been submitted to and approved in writing by the Local Planning Authority. The measures as are approved shall be fully implemented prior to the first occupation / use of the development.

11. No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.

12. The existing northern most vehicular access as shown and labelled on approved plan no. L04 P6 shall be permanently closed up prior to first use of the new vehicular accesses hereby approved.

13. Prior to first use of the development hereby approved, the central vehicular access shall provide visibility splays of 2.4m x 49m in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1m in height above the level of the nearside edge of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

14. The access, highway improvements, carriageway widening and passing places as shown on the approved 1:250 Proposed Access Arrangement/Improvements Rev A and 1:500 Passing Place Proposals Rev B (excluding the footway link), shall be carried out and fully implemented prior to first occupation of the development hereby approved.

15. The southern-most access point as shown and labelled on approved plan no. L04 P6 shall not be used by vehicles at any time.

16. Notwithstanding the approved bat mitigation building as shown on Dwg No. L11 P2, further details in regards to design, appearance and proposed mitigation shall be submitted to and approved in writing by the Local Planning Authority after the required audit/s in connection with condition no. 11 has/have been undertaken.

17. A compliance audit shall be carried out by a qualified ecologist, independently of the appointed principal ecologist, in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. A copy of the completed audit reports should be submitted to and approved in writing by the Local Planning Authority after each phase of development.

18. Prior to commencement of development, details of a post construction bat monitoring scheme shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and timescales.

19. No part of the development shall commence until details of the proposed Reasonable Avoidance Measures (RAMs) have been submitted to and approved in writing by the Local Planning Authority. The details shall include the following:

a) Details of a tool box talk on the identification and ecology of great crested newts to be made available to all construction staff employed on the project;

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b) Details of an artificial amphibian hibernacula to be constructed adjacent to the site (Details of the design can be found in great crested newt mitigation guidelines - August 2001);

c) Details of a walk over survey of the site prior to commencement of development, and a destructive search (under the supervision of a licensed great crested newt handler) made of any potential great crested newt habitat (such as rubble piles or sheet materials that are on the site) on the site. Any amphibians found should be relocated to the artificial hibernacula;

d) Details of storage of material on pallets off the ground and bulk materials which are to be delivered on site and used within the day of delivery.

e) Confirmation that excavated trenches will be covered over at the end of each working day with plywood and the edges sealed with sand or soil.

Trenches are to be checked each morning for amphibians. Any amphibians located are to be moved to the artificial hibernacula.

The development shall be carried out in strict accordance with the RAMs as are approved.

20. The finished floor levels of the development hereby approved shall be set no lower than 300mm above adjacent ground levels.

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2013 and 1995 (or any order revoking or re-enacting that Order with or without modification), no further development shall take place under Classes A - E of Schedule 2 Part 1 or Class A of Schedule 2, Part 2 other than the development hereby granted permission.

22. The demolition of the buildings labelled on the approved Site Layout Plan Dwg No. L04 P6 and the demolition of the structures shown on Dwg No. L02 P1, shall be undertaken prior to commencement of the development hereby approved.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.

2. To define the scope of the planning permission.

3. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.

4. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.

5. In the interest of safeguarding residential amenities of neighbouring occupiers.

6. To ensure the works reflect the character and appearance of the buildings.

7. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.

8. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.

9. To ensure that effective drainage facilities are provided for the proposed development, and that no adverse impact occurs to the environment or the existing public sewerage system.

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10. To protect the amenities of the occupiers of the proposed dwellings.
11. : In the interests of highway safety.
12. In the interests of highway safety.
13. To ensure that adequate visibility is provided at the proposed point of access to the highway.
14. In the interests of highway safety.
15. To ensure the footway across the site frontage is achieved and to reduce potential noise and nuisance impacts to the outdoor amenity areas serving Units 7 and 8.
16. In order to protect wildlife interests, which are afforded special protection.
17. In order to protect wildlife interests, which are afforded special protection.
18. In the interest of safeguarding protected species.
19. To protect great crested newts which may otherwise be adversely impacts upon by the development hereby approved.
20. To reduce the risk of flooding to the proposed development and future occupants.
21. Due to the restricted application site and the character and appearance of the development surrounding area, it is considered important to ensure that no additional development as described in the condition is carried out without the permission of the Local Planning Authority.
22. In the interest of achieving a satisfactory appearance and to safeguard against any potential future use of these buildings for agricultural purposes.

NOTE(S) TO APPLICANT

Warning: An European protected species (EPS) Licence is required for this development.

This planning permission does not provide consent to undertake works that require an EPS licence.

It is an offence to deliberately capture, kill or disturb EPS or to recklessly damage or destroy their breeding sites or resting places. If found guilty of any offences, you could be sent to prison for up to 6 months and/or receive an unlimited fine.

To undertake the works within the law, you can obtain further information on the need for a licence from Natural Resources Wales on 0300 065 3000 or at <https://naturalresources.wales/conservation-biodiversity-and-wildlife/european-protected-species/?lang=en>
