
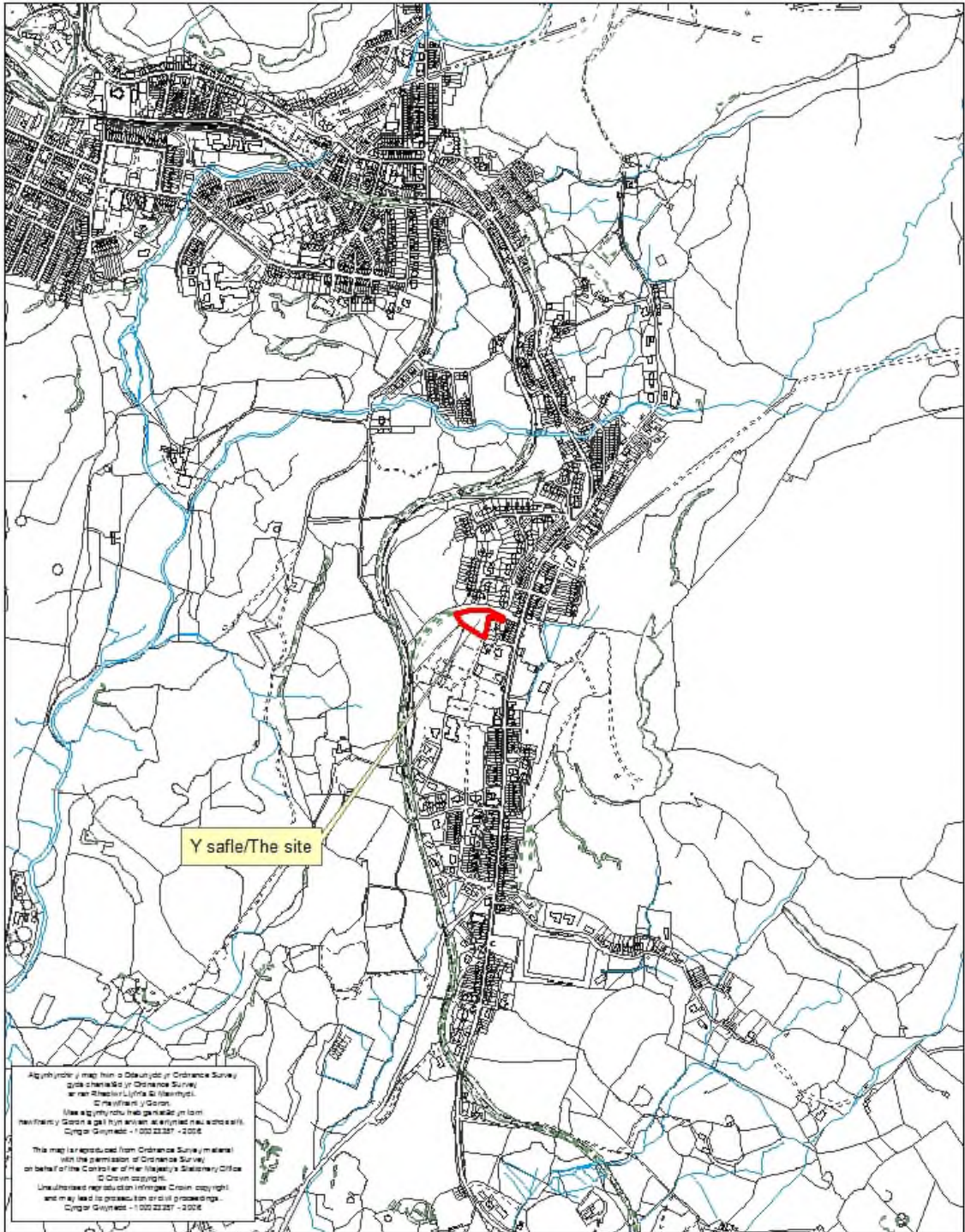


Number: 2

	<b>Rhif y Cais / Application Number :</b> C14/0753/03/LL
	<b>Cynllun lleoliad ar gyfer adnabod y safle yn unig. Dim i raddfa.</b> <b>Location Plan for identification purposes only. Not to scale.</b>



PLANNING COMMITTEE	DATE: 02/02/2015
REPORT OF THE SENIOR PLANNING AND ENVIRONMENT SERVICE MANAGER	PWLLHELI

Application Number: C14/0753/03/LL  
Date Registered: 03/09/2014  
Application Type: Full - Planning  
Community: Ffestiniog  
Ward: Teigl

Proposal: FULL APPLICATION TO ERECT TWO DETACHED SINGLE-STOREY DWELLINGS  
Location: GWILAN, MANOD ROAD, BLAENAU FFESTINIOG, LL414AE

**Summary of the Recommendation:**

TO APPROVE WITH CONDITIONS

**1. Description:**

- 1.1 This is an application to erect two detached single-storey dwellings on a plot of land to the rear of the Gwilan property that is located in the Manod area in Blaenau Ffestiniog. The plot of land is fairly level and the level of the land drops 5.4m between the application site and the applicant's dwelling, namely Gwilan. The two dwellings are similar in size and design, but are orientated differently. Externally, the walls of the two proposed dwellings would be finished in stone cladding and pebbledash, with natural slate on the roof and doors and windows made of plastic with double glazing. Internally, the dwellings would contain three bedrooms, a living room, kitchen, bathroom and a utility room. The proposal also means installing a septic tank and an associated drainage system on the site to deal with sewage.
- 1.2 Access to the site would be provided from the current unclassified road (which is served by the A470 trunk road) which will be extended towards the existing site. It is intended to locate six parking spaces as well as sufficient turning space to the front of the development, with large private gardens located at the rear of the development.
- 1.3 The application is brought to the Planning Committee as more than three objections have been received to the application.

**2. Relevant Policies:**

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 2.1.2 of Planning Policy Wales emphasise that planning decisions should be in accordance with the Development Plan, unless material planning considerations indicate otherwise. Planning considerations include National Planning Policy and the Unitary Development Plan.

**2.2 Gwynedd Unitary Development Plan 2009:**

**POLICY B20 – SPECIES AND THEIR HABITATS THAT ARE INTERNATIONALLY AND NATIONALLY IMPORTANT**  
Proposals that are likely to cause unacceptable disturbance or harm to protected species and their habitats will be refused unless they can conform to a series of criteria aimed at safeguarding the recognised features of the site.

**POLICY B22 – BUILDING DESIGN**  
Promote good building design by ensuring that proposals conform to a series of criteria aimed at safeguarding the recognised features and character of the local landscape and environment.

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#### POLICY B23 – AMENITIES

Safeguard the amenities of the local neighbourhood by ensuring that proposals conform to a series of criteria aimed at protecting the recognised features and amenities of the local area.

#### POLICY B25 – BUILDING MATERIALS

Safeguard the visual character by ensuring that building materials are of a high standard and are in keeping with the character and appearance of the local area.

#### POLICY C1 – LOCATING NEW DEVELOPMENT

Land within the development boundaries of towns and villages and the developed form of rural villages will be the main focus for new developments. New buildings, structures and ancillary facilities in the countryside will be refused with the exception of a development that is permitted by another policy of the Plan.

#### POLICY CH3 – NEW HOUSES ON UNALLOCATED SITES WITHIN THE DEVELOPMENT BOUNDARIES OF THE SUB-REGIONAL CENTRE AND URBAN CENTRES

Approve the construction of houses on appropriate unallocated sites within the development boundaries of the Sub-regional Centre and the Urban Centres.

#### POLICY CH33 – SAFETY ON ROADS AND STREETS

Development proposals will be approved provided they can conform to specific criteria relating to the vehicular entrance, the standard of the existing roads network and traffic calming measures.

#### POLICY CH36 – PRIVATE CAR PARKING FACILITIES

Proposals for new developments, extensions to existing developments or change of use will be refused unless off-street parking is provided in accordance with the Council's current parking guidelines, and having given due consideration to the accessibility of public transport, the possibility of walking or cycling from the site and the proximity of the site to a public car park.

### 2.3 National Policies:

Planning Policy Wales, Edition 7, July 2014

TAN 12 Design, June 2009

Supplementary Planning Guidance: Affordable Housing 2009

### 3. Relevant Planning History:

- 3.1 C06M/0184/03/AM – CONSTRUCTION OF 2 DWELLING HOUSES AND GARAGES (*Approved 21/12/2006*)

### 4. Consultations:

Community/Town Council: No objection to this scheme if the concerns of neighbouring residents regarding access are resolved. One observation is offered, namely how will the septic tanks be emptied i.e. in terms of access as an example of how difficulties may arise from the development.

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Transportation Unit:	No objection and propose standard notes.
Natural Resources Wales:	Low risk and standard advice applies.
Biodiversity Unit:	No response
Public Protection:	No response
Welsh Water:	No observations and proposed standard advice.
Public Consultation:	<p>A notice was posted on the site and nearby residents were notified. The advertising period ended on 21/09/2014 and three items of correspondence were received objecting to the application on the following grounds:</p> <ul style="list-style-type: none"> <li>• The back road is not suitable for large heavy lorries to travel on.</li> <li>• The back road is narrow and there is no space for two cars to pass each other at present.</li> <li>• The parking situation is a problem. Neighbours cannot park or cannot gain access because cars are parked by their own houses.</li> <li>• Back walls along the road have been damaged more than once as a result of large lorries turning. Increasing traffic along the road would increase this risk.</li> </ul>

## 5. Assessment of the material planning considerations:

### The principle of the development

- 5.1 Policies C1 and CH3 are relevant to this application. Policy C1 relates to locating new developments, and the main focus of the policy is to support developments within the development boundaries of the Sub-regional Centre or the Urban Centres. In this case it is considered that the application site is located within the development boundary of the Blaenau Ffestiniog urban centre, and it therefore complies with the requirements of policy C1.
- 5.2 Policy CH3 approves the construction of new housing on unallocated sites within the development boundaries of the Sub-regional Centre or the Urban Centres, provided the proposal satisfies the criteria in the policy. Policy CH3 also states that affordable units must be provided if the development involves erecting five or more units. In this case the proposal involves erecting two dwellings only, therefore it is not necessary to provide a percentage of these units as affordable units. Therefore, it is considered that the proposal as it stands complies with the requirements of the criteria in policies C1 and CH3 of the Gwynedd Unitary Development Plan.

### General and residential amenities

- 5.3 Policy B23 is relevant to the application and relates to safeguarding the amenities of local neighbours. The proposal involves developing and extending an existing road in order to create an access to a plot of land that is located to the rear of the Gwilan property. As a result, this development can be considered as a backland type of development, where the development takes place on land to the rear of existing

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buildings/dwellings. Regardless of this, it is not a reason in itself for refusing the application if the proposal is not otherwise detrimental.

- 5.4 It is considered that since the proposal is to be located to the rear of the existing building, it will be unlikely to lead to any detrimental effect on the amenities of neighbouring residents. There is a cemetery adjacent to the site, along with a narrow path that separates the development site from the nearest dwelling. Altogether there is sufficient distance between the site of the proposal and any residential dwellings located nearby. Given that the development in question is single-storey and that the ground levels slope downwards, the proposed development is unlikely to have any impact in terms of overlooking.
- 5.5 It is acknowledged that there will be some degree of additional noise disturbance should the development be approved, based on daily movements in and out of the site, however, it is not believed that this degree of noise would be unacceptable or significant given that there are existing residential dwellings in the area and considering the proximity of the site to the A470 which is a busy road.
- 5.6 In considering the objections received, it is not believed that any of the observations refer to issues of overlooking nor do they refer to the effects of loss of privacy and loss of light. Therefore, in respect of the above and also considering that it is a backland development, it is believed that the development is unlikely to cause any impact such as overlooking, loss of privacy or loss of light on any nearby residential dwelling, including the applicant's dwelling. Therefore the proposal in its current form complies with the requirements of the criteria of Policy 23 (amenities) of the GUDP.

### **Visual amenities**

- 5.7 Policies B22, B23 and B25 relate to protecting the character of the site through facilitating developments that have been designed effectively. The site is currently empty and is located to the rear of the Gwilan residential building. In this case it is considered that the development would be acceptable in respect of its scale and size, and the design and external appearances are also in keeping with the character of the existing houses within the area. The development makes effective use of high-quality materials such as natural slate for the roof and a pebbledash and stone cladding finish for the external walls. This would enable the proposal to blend in effectively with the site, thus retaining the character of the area.
- 5.8 Also, the proposal is located on land that is on a lower level than the adjacent houses. As a result it is likely that only a small percentage of the house will be visible from the houses located on higher ground. Taking this into consideration and the design and size of the building it is not believed that the proposal would be likely to cause any significant harm to the visual amenities of the local area. Therefore, it is considered that the proposal as it stands complies with the requirements of the criteria noted in policies B22 and B25 of the GUDP.

### **Transport and Access Matters**

- 5.9 Policies CH33 and CH36 relate to transport matters that are relevant to the site. Policy CH33 protects safety on streets by enabling an acceptable roads network in terms of providing access of a high standard into the site. In this case it is proposed to create access to the site by extending the current unclassified road that is adjacent to

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the applicant's property. This will mean that the applicant will lose his garage which is located alongside the dwelling in order to make room for the roads network.

- 5.10 All the objecting observations that were received during the consultation period relate to site access issues. The proposal involves extending the single track in order to gain access to the site and concerns have arisen noting that the existing road is too narrow for two cars to pass each other or for large lorries to travel along. The observations also note that large lorries travel along the unclassified road which raises concerns such as damage to houses, noise pollution and damage to walls along the roadside. Taking into account that this unclassified road is a single track, it is obvious that it has not been designed for a high density of cars that would allow room for two cars to pass each other. Having said this, there is not a high density of cars travelling along this road and the proposed increase in traffic as a result of this application would be acceptable for the road. It is also important to note that the lorries would only be travelling on the road for a temporary period, namely during the construction period. This would be further managed through a condition, which would restrict the time for deliveries in and out of the site to 8 – 6 on weekdays, 8 – 1 on Saturdays and no deliveries on Sundays.
- 5.11 We consulted the Council's Highways Officer on the proposal, who noted that he had no objection to the proposal as a previous application had already been approved for a similar access for a similar type of development in the past. Therefore it is believed that as permission has already been granted to such an access in the past, and that there has been no major change in the policies since, it would be very difficult to justify refusing the application on the basis of an access of a similar design. It is therefore believed that the existing unclassified road is acceptable for coping with a small increase in the density of cars, which is likely if the application is approved.
- 5.12 The objections to the application state that the situation with the road is exacerbated by cars parking along it. This is a private road therefore it is a private matter between the landowners. Nevertheless, an increase in the density of cars travelling on the road as a result of the proposal is unlikely to add to the current problem as adequate parking provision is included with the two proposed dwellings. It is therefore believed that the proposal is acceptable in terms of policy CH36 (private parking).
- 5.13 It is believed that all the above collectively respond to the main concerns of the objectors in terms of access to the site. We can also confirm that the Highways Officer had no objections to the proposal and that he considered the road acceptable for the proposed application. Therefore, it is believed that the proposal as it stands complies with the requirements of the criteria noted in policies CH33 and CH36.

### **Biodiversity matters**

- 5.14 Policy B20 relates to protecting species and habitats of international and national importance. In this case it is not considered that there are any concerns in terms of biodiversity arising from the development. Natural Resources Wales were consulted, and no observations were received objecting to the proposal, or any observations relating to the septic tank system. They noted that their standard advice applied to the application, and to consult with the authority's internal ecology department for further comments. Therefore the Council's Biodiversity Unit was consulted, and they had no observations to offer. Therefore it can be considered that the development is unlikely to affect biodiversity matters in the area. The proposal therefore complies with the requirements of the criteria of Policy B20 of the GUDP.

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### Relevant planning history

5.15 There is relevant planning history on the site which was approved under outline application number C06M/0184/03/AM, which involved erecting two dwellings and garages. Although the proposal was only an outline application the content of the application was similar to this application in terms of the density and location of the houses, as well as the proposed access along the unclassified narrow road. Transport matters such as access to the site were the subject of objections to this application too, but the Council decided at the time that the access was acceptable for the proposal. It is believed that the previous application has already been considered against the policies of the Unitary Development Plan as it was in 2006 (draft deposit). Since the Unitary Development Plan was adopted in full in 2009 it is not considered that there have been any big changes in the policies since the previous application was approved. Therefore on the whole it is considered that the policies in question with the previous application are material and similar to the policies that are considered with this application. Therefore, as has been mentioned above under the heading of Transport and Access, it is difficult to justify refusing this application based on the access as it has already been approved under a previous application which related to similar policies, and which involved the same type of development.

### Response to the public consultation

5.16 It is considered that the observations objecting to the application all related to the matter of access to the proposed site. It is believed that these objections have been dealt with under the 'transport and access matters' heading in this report.

5.17 Full consideration has been given to the observations received, but this has not changed the recommendation.

### 6. Conclusions:

6.1 The objections from local residents have received full consideration as noted above. Based on the above assessment, and having considered all the relevant matters, including the objections, it is not considered that the proposal is contrary to the local and national policies and guidelines noted in the assessment, nor are there any material planning considerations that state otherwise. Based on the above, it is considered that the proposal is acceptable to be approved subject to relevant conditions.

### 7. Recommendation:

7.1 To approve – conditions

- (1) five years
- (2) materials and external appearance
- (3) highways conditions (access and parking)
- (4) landscaping
- (5) removal of permitted development rights
- (6) a condition restricting delivery times to the site
- (7) comply with the plans

Highways notes

Standard advice from Welsh Water and Natural Resources Wales



Rhif y Cais / Application Number :

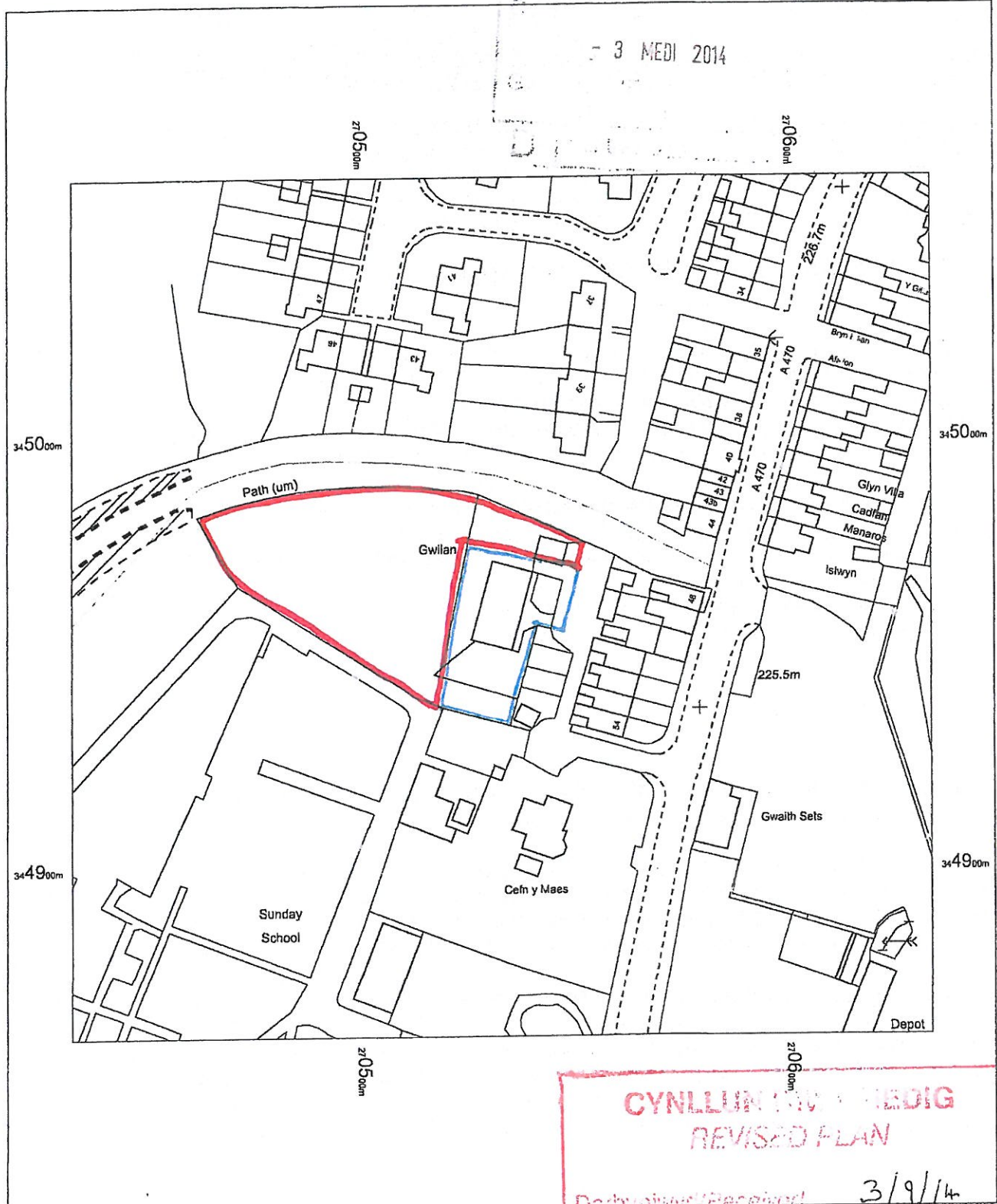
C14/0753/03/LL

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Location Plan for identification purposes only. Not to scale.





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**CYNLLUN IUDY MEDIG**  
**REVISED PLAN**

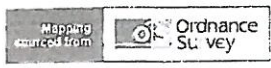
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 www.themapcentre.com

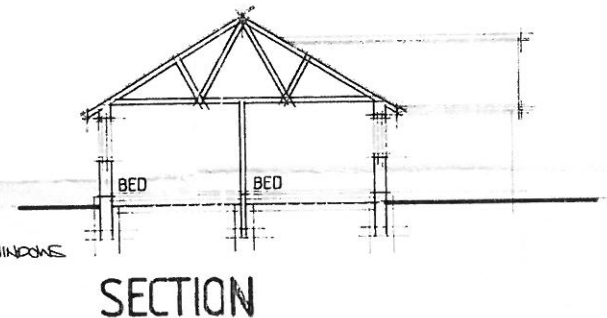
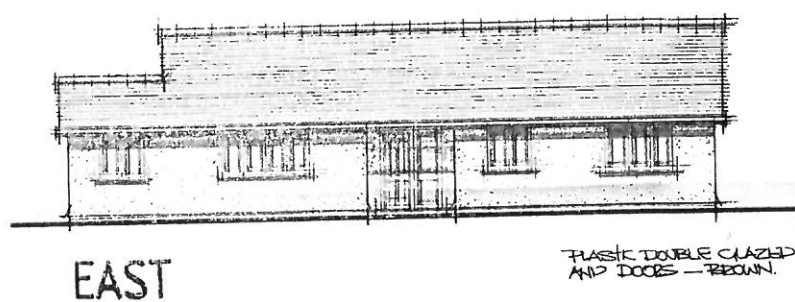
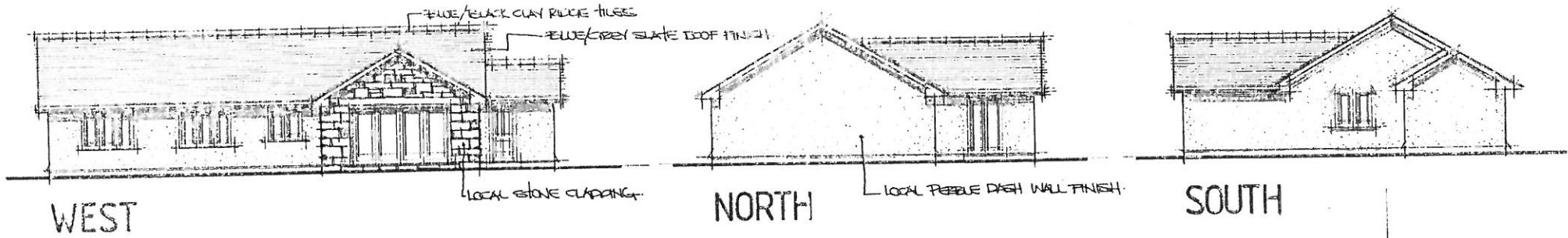
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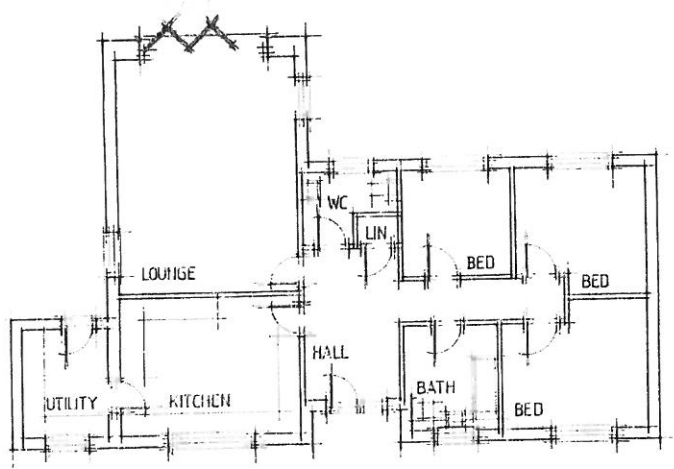
NOTES



EAST

SECTION

PLASTIC DOUBLE GLAZED WINDOWS AND DOORS - BROWN.



GROUND FLOOR

7 AUG 2014

**Don Westley**  
 Architectural Services  
 Gwasprifysau Pensaernïol

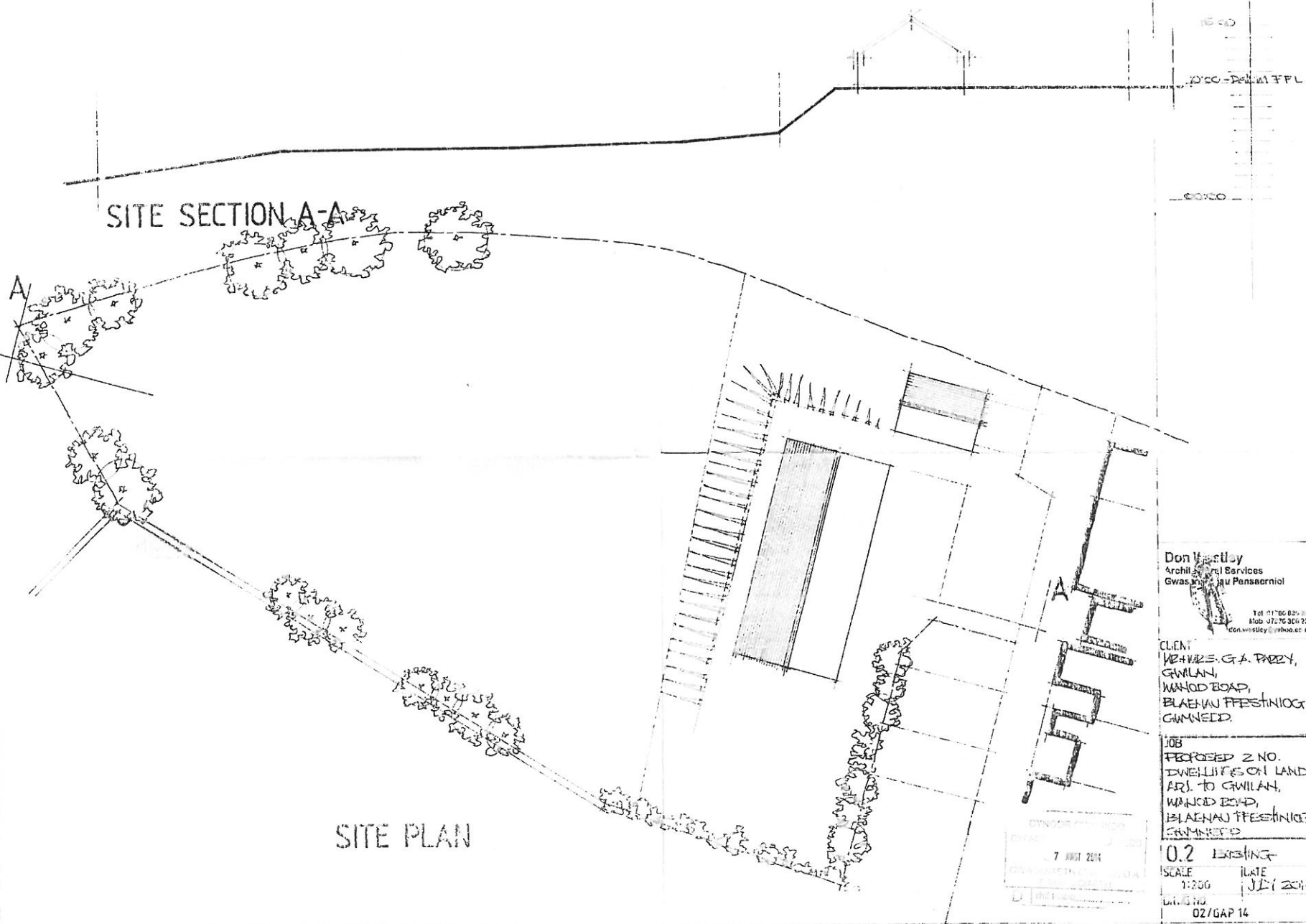
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CLIENT  
 MR & MRS G. A. PARRY,  
 CAILAN,  
 WYNDOD ROAD,  
 BLAENAU FFESTINIOG,  
 CWMNEDD.

JOB  
 PROPOSED 2 NO.  
 DWELLINGS ON LAND  
 NRJ. TO CAILAN,  
 WYNDOD ROAD,  
 BLAENAU FFESTINIOG  
 CWMNEDD

0.1 PROPOSED  
 SCALE 1:100 DATE JULY 2014  
 DRWG. NO. 01/GAP 14

SITE SECTION A-A



NOTES

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900
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 GWNEIDD.

JOB  
 PROPOSED 2 NO.  
 DWELLINGS ON LAND  
 ADS. TO GWILAN,  
 WANDOD BOAD,  
 BLAENAU FFESTINIOW,  
 GWNEIDD.

0.2 EXISTING  
 SCALE 1:200 PLATE  
 DATE JULY 2014  
 DRAWING 02/GAP 14

SITE PLAN

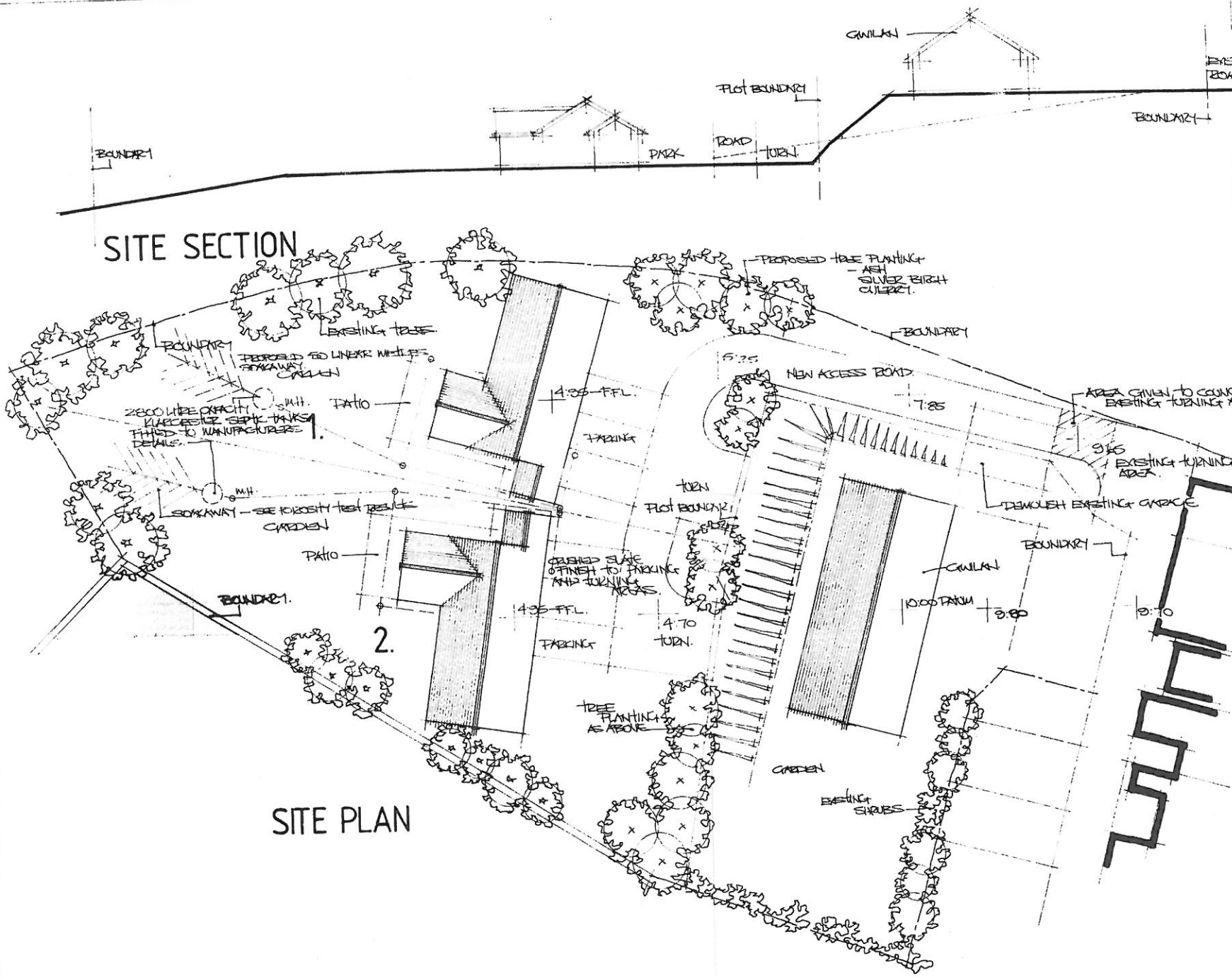
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15.00

EXISTING ROAD 10.00 - DRAIN F.F.L.

00.00

SITE SECTION



SITE PLAN

**Don Westley**  
Architectural Services  
Gwasparhau Pensaerniol

13 JULY 2014

CLIENT  
MR & MRS G.A. PARRY,  
GWILAN,  
WYNDOD ROAD,  
BLAENAU FFESTINIOG,  
GWYNEDD.

JOB  
PROPOSED 2 NO.  
DWELLINGS ON LAND  
ADJ. TO GWILAN,  
WYNDOD ROAD,  
BLAENAU FFESTINIOG,  
GWYNEDD

**0.3 PROPOSED**  
SCALE 1:200 DATE JULY 2014  
DRWG. NO. 03/GAP 14

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