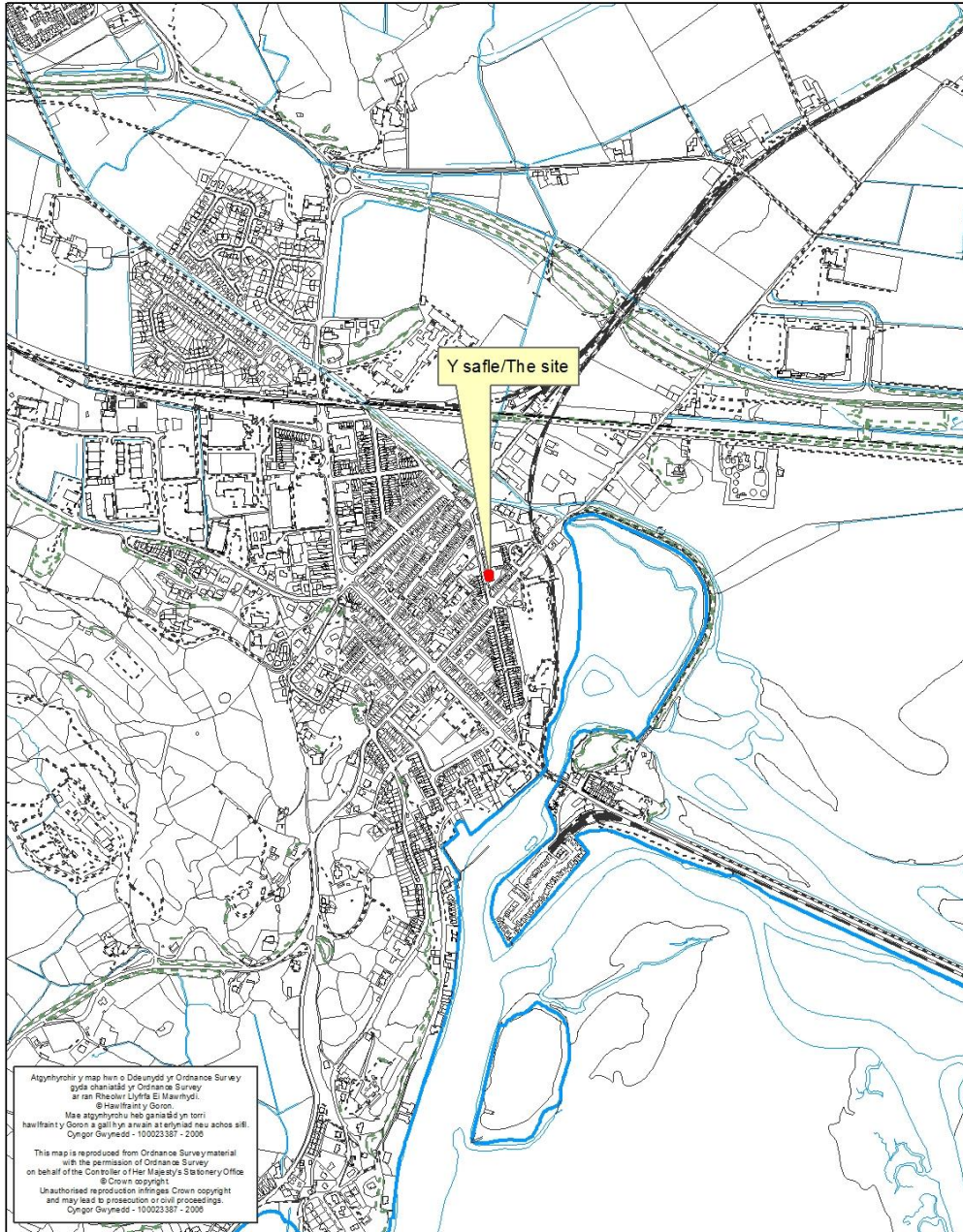


Number: 10



Rhif y Cais / Application Number : C15-0748-44-LL

Cynllun lleoliad ar gyfer adnabod y safle yn unig. Dim i raddfa.  
Location Plan for identification purposes only. Not to scale.



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Application Number: C15/0748/44/LL  
Date Registered: 12/08/2015  
Application Type: Full - Planning  
Community: Porthmadog  
Ward: Porthmadog East

Proposal: CONVERSION AND EXTENSION OF FORMER CARAVAN REPAIR PREMISES INTO CAR SALES, MOT CENTRE AND VEHICLE REPAIR GARAGE  
Location: FORMER HAMDDEN CARAVAN PREMISES, STRYD MADOG, PORTHMADOG, GWYNEDD, LL49 9DB

**Summary of the Recommendation:** TO DELEGATE THE RIGHT TO APPROVE WITH CONDITIONS

## 1. Description:

- 1.1 This is an application for the conversion of a former caravan repair premises into a care sales centre and MOT / vehicle repair garage. The application involves an extension to the main building on the site by extending it 2.3m forward to the boundary of the highway. The extension to the building would create 37m<sup>2</sup> extra of floor surface area. It is also intended to raise the level of the roof to 1.7m higher than the existing building (which is partly demolished). It is intended for the building to have a grey plastic pitched roof with walls containing a lot of glass on the front elevation together with a grey steel panel cladding on the remainder of the building. It is intended to use this building for car sales with an office, storage area and bathroom to the rear of the building. It is intended to use the existing building, previously used for caravan repairs, as the MOT / vehicle repair centre.
- 1.2 The site is located within the development boundary of Porthmadog as defined in the Gwynedd Unitary Development Plan. The site is in an area of mixed use with the Purple Moose brewery directly to the north and the backs of the Snowdon Street houses to the south. The site is opposite terraced houses on Heol Madog. The site is also located within a C1 Zone in terms of flooding in relation to Technical Advice Note 15: Development and Flood Risk.
- 1.3 This application is submitted to the Planning Committee at the request of the Local Member.

## 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:

#### STRATEGIC POLICY 16 – EMPLOYMENT

Developments that would improve local economies without damaging the environment, culture or amenities are approved.

#### POLICY B22 – BUILDING DESIGN

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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.

#### 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 B29 – DEVELOPMENTS ON LAND AT RISK FROM FLOODING

Manage specific developments in the C1 and C2 flood zones and direct them towards suitable land in zone A, unless they conform to a series of criteria that are relevant to the features on the site and to the purpose of the development.

#### POLICY B33 – DEVELOPMENT THAT CREATES POLLUTION OR NUISANCE

Protect human amenities, the quality of public health and the natural or built environment from high levels of pollution.

#### 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 C3 – RE-USING PREVIOUSLY DEVELOPED SITES

Proposals that give priority to re-using previously developed land or buildings that are located within or near development boundaries will be permitted provided the site or building and the proposed use are appropriate.

#### 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 D2 – INDUSTRIAL SITES

Protecting land and units on Industrial Sites for use as Class B1, B2 and B8 uses. To approve developments which are not B1, B2 or B8 uses if they are small-scale supplementary business facilities; provide waste management facilities or other 'sui generis' uses with similar features to activities in B1 and B2 classes; or, do not lead to a shortage of land units for B1, B2 and B8 uses.

#### POLICY D6 – INDUSTRIAL/BUSINESS UNITS WITHIN DEVELOPMENT BOUNDARIES.

Approve proposals provided that the site has not been designated for any other use and that the scale, type and design of the development are appropriate for the site and compatible with other existing nearby uses.

### 2.3 National Policies:

Planning Policy Wales (Issue 7, July 2014)

Technical Advice Note 12: Design (2009)

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

Technical Advice Note 23: Economic Development (2014)

### 3. Relevant Planning History:

3.1 C13/0271/44/LL : Front extension and new shop front – Approved: 11/03/13

3.2 C04D/543/44/LL – Single-storey rear extension to create an office, toilet and storage area – Approved 03/11/04

### 4. Consultations:

Community Council:

Objection – Reasons:

- over-development in a residential area,
- significant increase in traffic flow,
- depriving neighbouring houses of the right to light, and
- it would affect the amenities of nearby residents.

Transportation Unit:

Observations

- No objection in principle.
- There is a need for either more specific spaces for staff and visitors and a lorry parking / unloading bay or to reduce the number of parking spaces intended to be used to sell cars within the curtilage. A parking space for a lorry or transporter must also be ensured within the curtilage so that it does not have to unload or park on the adjacent road. Also recommend that the southern entrance protection line is adapted to provide two additional parking spaces on the street, with the adaptations to be undertaken at the applicant's cost.

Environmental Health/  
Public Protection:

No substantial concerns about this application as a caravan repair workshop already exists on the site and there is no history of complaints from the site. The following restrictions are required in order to protect the amenities of local residents:

- Restricting the vehicle repair workshop hours to normal working hours.
- Need to set standard hours for the car sales element
- Need to take steps to avoid light pollution

Natural Resources Wales:

No objection provided due consideration is given to the following:

- Environmental Control: Any waste should be disposed of in accordance with the appropriate legislation
- It is suggested that a Sustainable Urban Draining System be installed
- It is suggested that an oil interceptor should be

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installed in order to separate any oil discharge from the surface water

- Given the scale of the development it is considered that the flooding risk is acceptable.

Welsh Water: Standard observations regarding surface water.

Public Consultation: A notice was placed on the site and the advertising period has ended. The following observations were received (that are material planning considerations) objecting to the proposal:

- Getting rid of the traffic mitigation measures on the road would exacerbate highway problems in an area which already suffers from traffic jams.
- The nature of the business, particularly the MOT and vehicle repair elements, would add to problems on the highway.
- A business of this type is more suited to a site on the outskirts of the town.

The following observations were also received; these are not material planning matters:

- There are three similar businesses in the area – question the need for another one
- Concern that work on the development has already commenced

## 5. Assessment of the material planning considerations:

### The principle of the development

5.1 The site is located within the development boundary of Porthmadog and, until recently, the land was used for similar purposes to that proposed i.e. storing, selling and repairing caravans. Policy C1 of the Gwynedd Unitary Development Plan states that land within town and village development boundaries and the developed form of rural villages will be the main focus for developments.

5.2 Policy C3 approves the use of previously developed land or buildings which are located within development boundaries provided that the site or the building and use are appropriate.

5.3 Policy D6 of the UDP approved the construction of units for industry or business within development boundaries subject to the following two criteria:

1) *That the site has not been designated for other use*

There is no specific designation to this site within the UDP.

2) *That the scale, type and design of the development is suitable for the site and the immediate area and that it is in-keeping with the existing uses nearby*

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- 5.4 The suitability of the plan for the site is discussed in the following sections; however, given the general positive attitude of this policy and the other main policies, it is believed that the proposal is consistent with the main relevant policies of the Unitary Development Plan, namely C1, C3 and D6 and therefore the principle of this development is acceptable. However, this is subject to ensuring the suitability of the use and the building to the site and its surroundings as well as satisfying other relevant policies.
- 5.5 The fact that the work on the development has already commenced is entirely at the risk of the development and therefore it is not a material planning consideration.

#### **Visual amenities**

- 5.6 The proposed building would be larger than the existing building; however, it is not considered that the addition in floor surface area or the increase in height are unsuitable to the location. There is a variety of other buildings of similar size in the area, including the brewery next-door. It is considered that the design and the materials would reflect a standard modern business and, despite its size, that the building would be a visual improvement compared with the existing plain unit.
- 5.7 As the development is on a previously used site for a similar use and adjacent to buildings of the same scale, it is not considered that it would look out of place and it is considered that the development's appearance would be acceptable and would conform to Policies B22 and B25 of the GDUP.

#### **General and residential amenities**

- 5.8 Given that the proposed development is on a previously used site for storing and repairing caravans, it is not considered that there would be a substantial change in the effects of the use on the amenities of the area. Some noise could be expected to be created from the MOT / vehicle repairs building; however, by setting a reasonable time restriction for the work, such effects would not be unexpected or unreasonable in an urban area of mixed use. The development is deemed acceptable by the Public Protection Unit subject to imposing conditions to restrict the hours of operation. It is also noted that there were no restrictions on the hours of operation of the caravan business; therefore, the current application offers an opportunity to ensure that the business on the site does not operate at anti-social times.
- 5.9 In terms of visual amenities of a neighbouring private property, whilst accepting that the new building will be a little larger than the original building, given the urban nature of the area and the size and design of the other neighbouring buildings, it is not considered that the design and size of this development is unsuitable for its location. The Snowdon Street houses back onto the site with the majority of the windows facing it being opaque windows in bathrooms or back kitchen windows; however, this is not the main view of this proposed property. Some houses on Madoc Street directly overlook the site, but, given that there will not be a significant change to the size of the main building and that the site is on the other side of a fairly wide road, 10m away from the houses opposite, it is not considered that there would be significant change to the visual amenities of those houses. It is accepted that there could be some light pollution emanating from the site, but, by setting appropriate conditions in relation to hours, it is not considered that this would be a significant problem.
- 5.10 It is also accepted that there could be some increase in general activity and traffic emanating from the development; however, having said that the use of the site is limited by its size and the number of parking spaces. Given that work such as MOTs and vehicle repairs is something that is arranged in advance, a significant additional

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traffic flow emanating from these activities is not expected. In terms of the car sales unit, this is use that does not require regular vehicular access and, given that there is a substantial car park within 100m of the site and bus stops and a train station within easy walking distance, it is considered that this is appropriate town centre use that should not affect traffic significantly. It is accepted that some special arrangements would have to be made for special occasions e.g. in order to receive a delivery of cars from transporter lorries, and also that appropriate internal parking arrangements would have to be ensured; however, it is believed that a solution could be provided for this through further discussions between the developers and the Transportation Unit by imposing appropriate planning conditions.

- 5.11 Though local concerns about the proposal are appreciated, the proposal must be considered in the context of a town-centre location as well as its previous use as a caravan repair site. Consequently, and for the reasons noted above, it is believed that the development would not have a significant detrimental effect on the amenities of neighbouring residents and that the development is in-keeping with Policies B23 and B33 of the GUDP.

### **Floods and water**

- 5.12 The site lies within a C1 Zone as shown on the development advice maps linked to TAN 15: Development and Flood Risk. Natural Resources Wales was consulted and its observations were received stating that the development is acceptable in terms of flood risk. The proposed use is not vulnerable and it is not significantly different from the previous business in terms of flood risk. There will be no more additional hard surfaces than there were previously and there is no proposal to change the drainage system. Consequently, it is considered that the proposal complies with policy B29 of the GUDP which relates to managing developments and their surroundings from flood risk.

### **Transport and access matters**

- 5.13 With further discussions with the developer, it is considered that acceptable parking provision and arrangements could be secured on the site in order to satisfy the requirements of the Transportation Unit regarding the impact on road safety. In doing this, it is considered that the proposal would comply with Policy CH33 of the GUDP.

### **The economy**

- 5.14 The applicant is the owner of a local company who intends to create new employment locally. The development would allow the company to expand and through that to help the business's economic sustainability. This would correspond with the objectives of Strategic Policy 16 of the GUDP.

### **Response to the public consultation**

- 5.15 It is considered that the use of the site, the design of the building and the likely effects on amenity are acceptable in terms of the Unitary Development Plan policies. All material planning considerations that were raised by objectors have been duly addressed when determining this application; however, this has not changed the recommendation.

## **6. Conclusions:**

- 6.1 Given the above assessment, it is believed that the proposal is acceptable based on its use, location, setting, design, materials, scale and any potential effect on the general amenities of the area and therefore it meets the requirements of the relevant local and national policies noted in the report.

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**7. Recommendation:**

- 7.1 To delegate the right to approve the application subject to receiving further information from the applicant, together with receiving the approval of the Transportation Unit to it, regarding acceptable parking and loading arrangements and to relevant conditions in relation to:
1. Five years
  2. In accordance with the plans
  3. To agree on external finish and colour
  4. Welsh Water conditions
  5. Highways / Parking conditions (to be agreed)
  6. Restricting the hours of operation of the MOT centre / vehicle repair building to 08:00 - 18:00 Monday to Friday, 08:00-13:00 Saturday, closed on Sunday and Bank Holidays
  7. Restricting the hours of operation of the car sales unit to 08:00 – 18:00 every day
  8. Restricting illumination hour - no illumination between 18:30 and 07:50