

PLANNING COMMITTEE	DATE: 23/03/2020
REPORT OF THE ASSISTANT HEAD, ENVIRONMENT DEPARTMENT	CAERNARFON

**Number: 2**

**Application Number: C19/1123/40/LL**

**Date Registered: 21/01/20**

**Application Type: Full**

**Community: Llannor**

**Ward: Abererch**

**Proposal: Change of use of part of building to create a garage and MOT site**

**Location: South Caernarfon Creameries Warehouse, Y Ffôr, Pwllheli, LL53 6UE**

**Summary of the Recommendation: APPROVE WITH CONDITIONS**

PLANNING COMMITTEE	DATE: 23/03/2020
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## 1. Description:

- 1.1 This is an application to change the use of part of building to create a garage and MOT testing site. The proposal includes the installation of relevant equipment to run the garage inside the building, however there is no intention to make any external alterations to the building.
- 1.2 The site lies within the Ffôr development boundary. The site has been designated an employment site to be safeguarded within the Gwynedd and Anglesey Joint Local Development Plan. There is access to the site off the estate road which has access to a class 2 road. The site is located within a site that is industrial in nature, however there are some dwellings in the vicinity of the industrial estate.
- 1.3 The application is submitted to the Committee as the applicant's father is an Elected Member.

## 2. Relevant Policies:

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Planning Policy Wales emphasise that planning decisions should be in accordance with the Development Plan, unless material considerations indicate otherwise. Planning considerations include National Planning Policy and the Local Development Plan.
- 2.2 The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the seven well-being goals within the Act. This report has been prepared in consideration of the Council's duty and the 'sustainable development principle', as set out in the 2015 Act. In reaching the recommendation, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
- 2.3 **Anglesey and Gwynedd Joint Local Development Plan 2011-2026, adopted 31 July 2017**

TRA 2: Parking standards  
 TRA 4: Managing transport impacts  
 PS5: Sustainable development  
 PCYFF 1: Development boundaries  
 PCYFF 2: Development criteria  
 PCYFF 3: Design and place shaping  
 SP 13: Providing opportunities for a prosperous economy  
 CYF 1: Safeguarding, allocating and reserving land and units for employment use

## 2.4 National Policies:

Planning Policy Wales (Edition 10, December 2018)  
 Technical Advice Note 23: Economic Development

## 3. Relevant Planning History:

- 3.1 There is an extensive history to the site, however the most recent permission was C98D/0461/20/LL for the change of use of part of a warehouse in a training centre which was approved on 20 January 1999.

PLANNING COMMITTEE	DATE: 23/03/2020
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#### 4. Consultations:

- Community/Town Council: Not received.
- Transportation Unit: Not received.
- Welsh Water: Recommend a condition that any additional surface water from the building's roof or impermeable surfaces are not connected to the public sewer system.
- Public Protection: Not received.
- Public Consultation: A notice was posted on the site and nearby residents were notified. The consultation period has expired and no responses have been received.

#### 5. Assessment of the material planning considerations:

##### The principle of the development

- 5.1 The last planning use of the unit in question was as a training centre, which was D1 class use. The proposal is for change of use of this part of the building into a car repair garage and an MOT centre, which is class B2 use.
- 5.2 The site is located within a safeguarded employment site on the proposal maps of the Gwynedd and Anglesey Joint Local Development Plan (LDP). Policy CYF 1 of the LDP states that land and units on existing employment sites are safeguarded for employment/business enterprises. For the Ffôr Industrial Estate, Policy CYF 1 notes that the industrial estate would be used for B2 use. As noted above, a car repair garage and an MOT centre falls into Class B2 use, and therefore, in principle, converting the building from the existing D1 use into B2 use would be in-keeping with Policy CYF 1 of the LDP. This is also in-keeping with the requirements of Policy PS 13 which refers to the fact that lands have been designated within the Plan in order to facilitate economic growth.
- 5.3 Criterion 2 of Policy PS 5 states that priority is given to effective use of land and infrastructure, prioritizing wherever possible the reuse of previously developed land and buildings within the development boundaries and in the most appropriate places outside of them, in accordance with Strategic Policies PS 17, PS 13 and PS 14. The proposal in question would make use of a building that is currently vacant and, in this sense, it is considered that the proposal would be in-keeping with the principles of criterion 2 of Policy PS 5 of the LDP.

##### Visual amenities

- 5.4 The proposal would involve internal alterations to the building in order to install equipment associated with the garage. However, this proposal would not involve making external alterations to the building. The proposal, therefore, would not change

PLANNING COMMITTEE	DATE: 23/03/2020
REPORT OF THE ASSISTANT HEAD, ENVIRONMENT DEPARTMENT	CAERNARFON

the building's visual impact, and it is considered that the proposal is acceptable in terms of Policy PCYFF 3 of the LDP.

### **General and residential amenities**

- 5.5 The site forms part of the existing industrial estate, where there is currently a variety of industries. It is not considered that changing the use of part of the building into a garage would have a detrimental impact on the amenities of the local neighbourhood, bearing in mind that the site was already being used for employment / industry use. Therefore, the impact on the local neighbourhood would still be similar to the current situation, and it is not considered that the proposal would have a significant detrimental impact on the local community. It is considered that the proposal is acceptable based on the requirements of Policy PCYFF 2 of the LDP.

### **Transport and access matters**

- 5.6 The application does not involve any changes to the site access or to the parking spaces. There is access to the site off the current estate road which has adjacent access to a class 2 road. The proposal is to change the use of the existing unit to form a garage / MOT site, and the submitted plan shows an area for parking associated with the proposal. It is not considered that the use as a garage / MOT site would have a detrimental impact on road safety, and parking spaces are available in association with the use of the building. It is considered that the proposal complies with Policies TRA 2 and TRA 4 of the LDP.

### **Any other matters**

- 5.7 Observations were received from Welsh Water on the application. These observations request the inclusion of a condition that no increase in surface water from a roof area / impermeable surfaces associated with the proposal are connected to the public sewer system. However, enforcing a condition of this kind is not possible as it would not be clear what the increase in surface water would be. Consequently, it is not reasonable to include such a condition on the planning permission.

## **6. Conclusions:**

- 6.1 It is considered that the proposed use is acceptable and that it will not impair the amenities, character or appearance of the site, nor the surrounding area. All material considerations have been addressed when determining this application; however, this has not changed the recommendation.

## **7. Recommendation:**

- 7.1 To approve – conditions
1. Commence within five years.
  2. In accordance with the plans.
  3. To restrict the use of the unit to B2 class use.