

Code No. and Date Received	Name and Address of Applicant	Description and Location of Proposed Development
18/0157/COU 06.03.2018	Mrs C Brewer Brewers Lodge Gordon Road Blackwood NP12 1DS	Change the use from residential to office at basement and ground floor level Cosyloft House Cardiff Road Bargoed CF81 8NY

APPLICATION TYPE: Change of Use

SITE AND DEVELOPMENT

Location: The application property is located on the eastern side of Cardiff Road, next to the old Parc Hotel and Redz Bar. Opposite the site is the Royal Air Forces Gilfach-Fargoed Fawr Club.

House type: A detached dwelling that is single-storey to the front and two-storey to the rear.

Development: Full planning permission is sought to change the use from a C3 residential unit to a B1 office.

Dimensions: The internal and external dimensions of the building remain unchanged. The applicant has provided a breakdown of the different business areas, of which the overall floor areas are summarised below:

- Office - 34.53 sq m.
- Workshop- 28.24 sq m.
- Stores - 27.46 sq m.
- Meeting Room - 21.10 sq m.
- General facilities- 8.08 sq m.

Materials: There are no proposed changes to the external elevations.

Ancillary development, e.g. parking: The plans indicate that eight car parking spaces will be provided, six to the rear of the property.

PLANNING HISTORY 2005 TO PRESENT

None.

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POLICY

LOCAL DEVELOPMENT PLAN Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010.

Site Allocation: The site is within the settlement boundary of Bargoed.

Policies: Policy SP6 (Place Making), Policy CW2 (Amenity), CW3 (Design Considerations - Highways) and guidance contained in Supplementary Planning Guidance LDP7: Householder Development.

Policy SP6 (Place Making) ensures that sustainable places are created and are of an appropriate mix of uses that reflect the role and function of settlements, is of a high standard of design that reinforces attractive qualities of local distinctiveness.

Policy CW2 (Amenity) ensures that development proposals have regard for all relevant material planning considerations to ensure that there is no unacceptable impact on the amenity of adjacent properties or land; the proposal would not lead to overdevelopment; and that the development would be compatible with the surrounding land uses.

Policy CW3 (Design Considerations - Highways), requires developments to ensure that the appropriate car parking design, layout and materials will not have a detrimental impact on the highway network.

NATIONAL POLICY Planning Policy Wales (9th Edition) and Technical Advice Note 23: (2014).

Planning Policy Wales states that 'the planning system should support economic and employment growth alongside social and environmental considerations within the context of sustainable development' (paragraph 7.1.3). Planning Policy Wales (PPW) defines economic development broadly so that it can include any form of development that generates wealth, jobs and income. In producing development plans or determining planning applications local planning authorities need to bear in mind that traditional business use, classes B1-B8, only account for part of the activity in the economy. It is important that the planning system recognises the economic aspects of all development and that planning decisions are made in a sustainable way which balance social, environmental and economic considerations.

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Technical Advice Note 23 states that 'It is a central objective of the planning system to steer development to appropriate locations. Therefore, where a proposed development would cause unacceptable environmental or social harm, demand should be steered to an alternative location, unless the harm is outweighed by the additional benefit of development at the original site in question. Such alternative locations will not necessarily be in the same local authority area'. (paragraph 2.1.3).

ENVIRONMENTAL IMPACT ASSESSMENT

Did the application have to be screened for an EIA? No.

Was an EIA required? No.

COAL MINING LEGACY

Is the site within an area where there are mining legacy issues? This is not considered to be an issue as no development is proposed on the site.

CONSULTATION

Transportation Engineering Manager - No objection, subject to conditions relating to the workshop remaining ancillary, and that the area identified for parking and turning of vehicles is maintained in perpetuity.

Head Of Public Protection - No objection, subject to conditions limiting use, delivery times, the workshop being ancillary and operational hours.

ADVERTISEMENT

Extent of advertisement: The application was advertised by means of site notice and letters to the nearby 14 properties.

Response: At the time of writing this report, a total of 7 objections were received. Any additional comments will be reported to Planning Committee.

Summary of observations:

1. The area cannot cope with the additional highway demands of an additional business. There are already parking problems, traffic congestion and highway safety concerns caused by vehicles reversing out onto the main road and over pavements and cars parking on double yellow lines. Daily deliveries to the business will further compound these issues by causing vehicle obstructions, increased vehicle noise and pollution levels.

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2. Whilst the plans show parking to the rear, concerns are raised that the business use will promote additional on street parking by the workers, visitors and deliveries.
3. A business use (instead of residential) will detract from the area.
4. As there is no access from the rear lane, vehicles will constantly pass close to 'Brookland' on a daily basis. The fence separating both properties has been damaged in the past.
5. Vehicles will need to reverse in and around the area, causing additional congestion and highway safety issues.
6. Office workers will be noisy and will infringe on the privacy of the neighbouring property, especially with the veranda which has been built up on top of the garage.
7. Concerns about property devaluation.
8. Concerns that the business will be a taxi office.
9. Concerns that no information is provided as to the proposed business use.
10. Concerns that workers will visit the property at unsocial hours in a residential area.
11. Businesses should be located on industrial units where parking is more readily available, and not in residential areas.
12. Residents of The Oaks object that they were not consulted as immediate neighbours, however residents on Gilfach Street were. This is inappropriate given that there is no rear access to Cosyloft House and the premises in Gilfach Street are not affected.

SECTION 17 CRIME AND DISORDER ACT

What is the likely effect of the determination of this application on the need for the Local Planning Authority to do all it reasonably can to prevent crime and disorder in its area?
Crime and disorder are not considered to be issues in the determination of this application.

EU HABITATS DIRECTIVE

Does the development affect any protected wildlife species? No.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Is this development Community Infrastructure Levy liable? No, as the proposed B1 use is not CIL chargeable.

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ANALYSIS

A request has been made by a Bargoed Ward Member for this application to be presented to Planning Committee.

Policies: This application has been considered in accordance with national guidance, local plan policy and supplementary planning guidance. This application refers to the change of use of a detached building from a C3 residential use, to a B1 office use. No external alterations are proposed to the building.

Whilst this area of Bargoed is residential the application site is very close to other uses such as a workman's club (opposite), a C2 care home, a hall, a doctor's surgery (all to the south) with residential properties to the north and east. Whilst the property is now a residential unit, it used to be a workshop and a builder's yard and was converted by the applicant into a C3 residential property in 2002 (under application P/02/0105).

In order to consider whether or not the proposed use is acceptable, it is necessary to clarify what a B1 use class constitutes. A B1 use class (according to The Town and Country Planning (Use Classes) Order 1987) can include the following:

- (a) An office other than a use within class A2 (financial and professional services),
- (b) For research and development products or processes, or
- (c) For any industrial process appropriate in a residential area.

The premise of a B1 use is that it can be carried out in any residential area without the detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

The applicant states that the building will be used for a 'scientific service based business' which encompasses the service and repair of laboratory instruments. The unit will be used for the coordination of engineers and the dispatch of replacement equipment to engineers across the UK.

Within the site, the proposal sees the conversion of habitable rooms into store rooms where small electronic, mechanical and computer parts will be held (such as circuit boards, power supplies, computer drives, printers, motherboards, springs, pumps, and brackets). The applicant indicates that customers and the public do not visit the site, and the vast majority of work is carried out at the customer premises (e.g. universities and hospitals). The applicant also states that the workshop will be used to repair and upgrade customer instruments that are surplus to requirements. In 2017, a total of 12 instruments were delivered to the workshop for repair.

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Deliveries of the equipment requiring repairs are carried out by the engineers themselves, who have regular normal sized vehicles (e.g. family cars) and not larger commercial vans or lorries. The application use therefore falls into the B1 use classification.

Given the limited floor area of the proposed B1 business use, the fact that the office coordinates repairs offsite rather than onsite, the nature of the deliveries, the small number of office based staff (2), it is unlikely that the change of use would have a significant detrimental impact on the adjoining properties.

However, given that repairs and deliveries may be carried out on site, it is deemed necessary to restrict the hours that deliveries and repairs take place to ensure that the amenity of adjoining properties is maintained. As no external alterations are proposed, the unit will appear residential in its setting, thus would not detract from the area. With the addition of the proposed conditions, the application accords with policy CW2 (Amenity).

With regards to parking and access, the Council's Transportation Engineering Manager has raised no objection to the proposal, subject to conditions. It is requested that conditions are imposed stipulating that the warehouse remains ancillary to the unit, and that the area laid out for the parking of vehicles is maintained and kept clear. The application therefore accords with policy CW3 (Design Considerations - Highways).

The application is therefore recommended for approval, subject to conditions.

Comments from Consultees: Comments from the Transportation Engineering Manager and Head of Public Protection have been incorporated in the above report.

Comments from public:

1. The area cannot cope with the additional highway demands of an additional business. There are already parking problems, traffic congestion and highway safety concerns caused by vehicles reversing out onto the main road and over pavements and cars parking on double yellow lines. Daily deliveries to the business will further compound these issues by causing vehicle obstructions, increased vehicle noise and pollution levels.
- No concerns are raised by the Council's Transportation Engineering Manager.
2. Whilst the plans show parking to the rear, concerns are raised that the business use will promote additional on street parking by the workers, visitors and deliveries.
- This concern has not been raised by the Council's Transportation Engineering Manager.

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3. A business use (instead of residential) will detract from the area.
 - The unit will appear to be a residential unit, and given the imposition of the conditions, should not have a negative impact on the amenity of the adjoining properties and given that there are other non-residential uses nearby.
4. As there is no access from the rear lane, vehicles will constantly pass close to 'Brookland' on a daily basis. The fence separating both properties has been damaged in the past.
 - This concern has not been raised by the Council's Transportation Engineering Manager. Any damage caused would be a civil matter.
5. Vehicles will need to reverse in and around the area, causing additional congestion and highway safety issues.
 - This concern has not been raised by the Council's Transportation and Highways Engineer.
6. Office workers will be noisy and will infringe on the privacy of the neighbouring property, especially with the veranda which has been built up on top of the garage.
 - The property is currently a four bed dwelling, there is no particular reason to presume that office occupants would be noisier and arguably, subject to hours of operation the use may be quieter after working hours. In order to address any noise concern conditions will be imposed stipulating working hours for deliveries and other activity.
7. Concerns about property devaluation.
 - This is not a planning consideration.
8. Concerns that the business will be a taxi office.
 - The application is for a B1 office use. A taxi office is classified as Sui Generis, therefore planning permission would be needed to change the use from B1 to a taxi office.
9. Concerns that no information is provided as to the proposed business use.
 - This is addressed in the above report.
10. Concerns that workers will visit the property at unsocial hours in a residential area.
 - As only four workers will be operating from the unit, this will be similar to any residential noise. Furthermore, the conditions restricting delivery and repair times will ensure that excessive noise is not generated at unsocial hours.

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11. Businesses should be located on industrial units where parking is more readily available, and not in residential areas.
- This decision is based on the application submitted. It is a proposed B1 use which by definition should be compatible with residential use.
12. Residents of The Oaks object that they were not consulted as immediate neighbours, however residents on Gilfach Street were. This is inappropriate given that there is no rear access to Cosyloft House and the premises in Gilfach Street are not affected.
- The consultation for this site followed the standard procedures established by the Council, for this type of application. This sees immediate neighbours consulted only. Given the interest generated by this application, it was decided that a site notice should also be erected near the site to ensure sufficient coverage.

Other material considerations: None.

The duty to improve the economic, social, environmental and cultural well-being of Wales, has been considered in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015. In reaching the recommendation below, the ways of working set out at section 5 of that Act have been taken into account, and it is considered that the recommendation is consistent with the sustainable development principle as required by section 8 of that Act.

RECOMMENDATION that Permission be GRANTED

This permission is subject to the following condition(s)

- 01) The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
- 02) The use hereby approved shall be for the service and repair of laboratory instruments such as "small electrical parts", "computer parts" and "small mechanical parts" with the only staff at any one time based at the premises subject of this consent there being 2 office staff and 2 engineers with no retail use or visits from customers at the application site, as set out in the description of the proposed use provided in emails dated 15 March 2018, 16 March 2018 and 4 April 2018 from the applicant to the Local Planning Authority.
REASON: To effectively control the use hereby approved.

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- 03) The use of the workshop hereby approved shall be limited to that ancillary and incidental to the use hereby approved and for no other purpose.
REASON: In the interests of residential amenity and highway safety.
- 04) The development shall not be occupied until the area indicated for the parking of vehicles has been laid out in accordance with the submitted plans and that area shall not thereafter be used for any purpose other than the parking of vehicles.
REASON: In the interests of highway safety.
- 05) The use hereby approved including deliveries shall not take place outside of the following hours: 08.30 to 18:00 Monday to Fridays, Saturdays 10:00 to 18:00 and not at all on Sundays and Bank Holidays.
REASONS: In the interest of residential amenity.
- 06) The development shall be carried out in accordance with the following approved plans and documents:
- Drawing showing proposed ground floorplans received 06/03/2018;
- Drawing showing proposed basement floorplan received 06/03/2018;
- Plan showing proposed parking received 06/03/2018; and
- Emails detailing business operations received 15/03/2017, 16/03/2017 and 20/03/2017;
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

Advisory Note(s)

The following policies of the Caerphilly County Borough Local Development Plan up to 2021 - Adopted November 2010 are relevant to the conditions attached to this consent: policies CW2 and CW3.

