



**CYNGOR**  
**Sir Ddinbych**  
**Denbighshire**  
**COUNTY COUNCIL**

Graham Boase  
Head of Planning & Public Protection  
Denbighshire County Council  
Caledfryn  
Smithfield Road  
Denbigh  
Denbighshire LL16 3RJ

Tel: 01824 706800 Fax: 01824 706709

Heading:

03/2012/1500

Llangollen Goods Junction Yard  
Abbey Road, Llangollen

2



Application Site

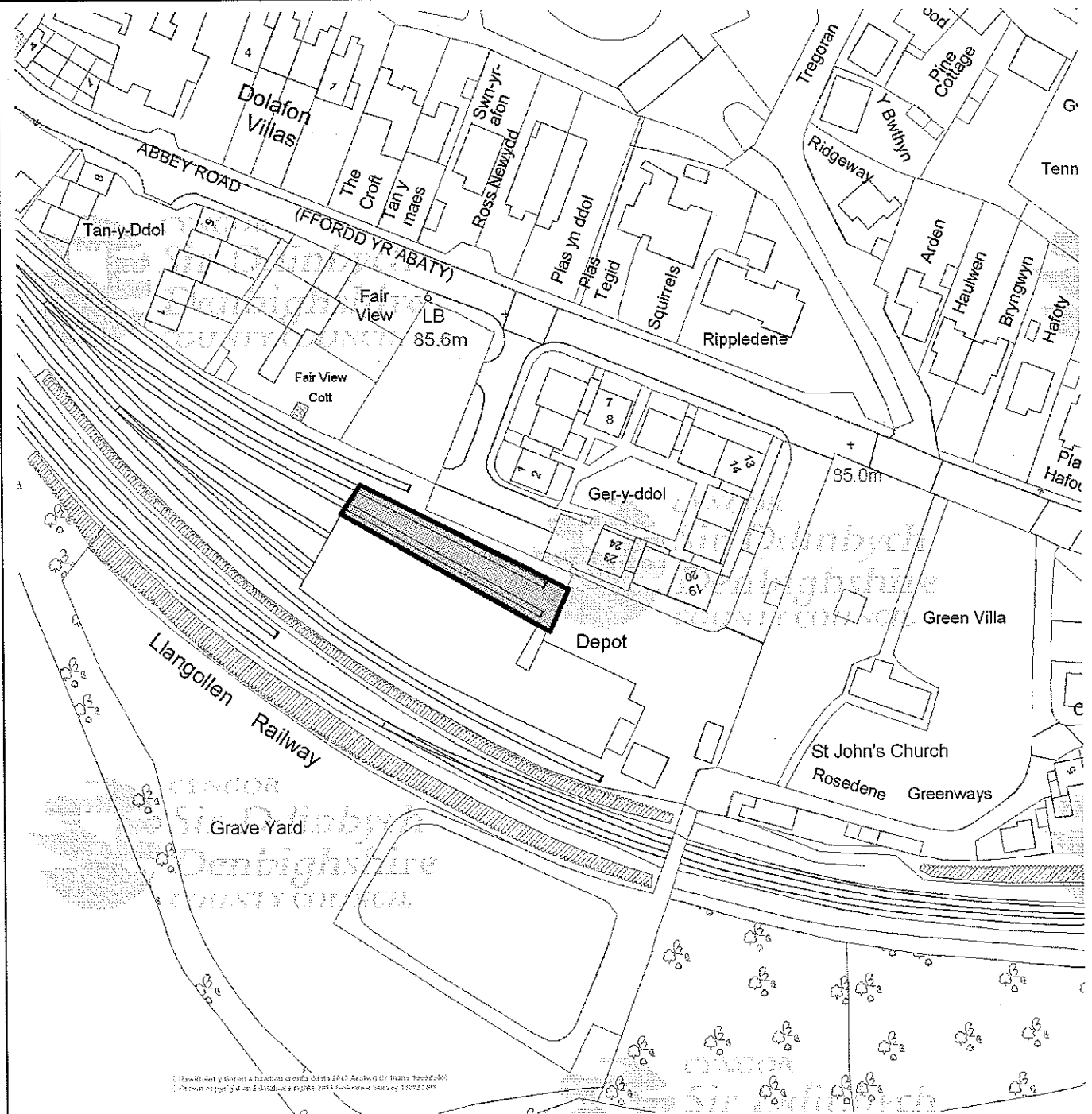


Date 6/2/2013

Scale 1/1250

Centre = 321201 E 342256 N

This plan is intended solely to give an indication of the LOCATION of the application site which forms the subject of the accompanying report. It does not form any part of the application documents, and should not be taken as representative of the proposals to be considered, which are available for inspection prior to the meeting.



1. Hawffraint y Goron a hawffraint orffa danta 2010. Arddangosir Ordnance Survey 2002-2003  
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**ITEM NO:** 2

**WARD NO:** Llangollen

**APPLICATION NO:** 03/2012/1500/ PF

**PROPOSAL:** Erection of a steel portal framed building for storage of locomotive engines and other rolling stock, and re-alignment of existing tracks

**LOCATION:** The Llangollen Goods Junction Yard Abbey Road Llangollen

**APPLICANT:** Llangollen Railway Plc.

**CONSTRAINTS:** World Heritage Site Buffer  
AONB

**PUBLICITY UNDERTAKEN:** Site Notice - No  
Press Notice - No  
Neighbour letters - Yes

**REASON(S) APPLICATION REPORTED TO COMMITTEE:**  
**Scheme of Delegation Part 2**

- Recommendation to grant / approve – 4 or more objections received

**CONSULTATION RESPONSES:**

**LLANGOLLEN TOWN COUNCIL:**  
"Members agreed to support the application"

**CLWYDIAN RANGE AND DEE VALLEY AREA OF OUTSTANDING NATURAL BEAUTY**

**JOINT ADVISORY COMMITTEE:**  
"The JAC has no objection in principle to the development and supports the aim to create a more traditional appearance for the most prominent north elevation to reflect the character of local railway architecture. However, the JAC would suggest that subject to the Conservation Officer being satisfied with the details this approach should be extended to the east elevation to ensure a more sympathetic relationship with the adjoining Grade II Listed Station Goods Shed and nearby Conservation Area. The JAC would also seek assurances that the development will not have an adverse impact on the existing trees to the north of the site on immediately adjoining land."

**CADW:**  
In Cadw's opinion the proposed development will have no significant adverse impact on the essential setting of the world heritage site.

**FWAG (Tree Consultant):**  
Has advised that there would be limited impact on the trees to the north of the site, and has no objections.

**DENBIGHSHIRE COUNTY COUNCIL CONSULTEES –**  
**Conservation Architect:**  
No objections, subject to imposition of a planning condition to control the materials.

**Archaeologist:**  
No objections

## RESPONSE TO PUBLICITY:

### In objection

Representations received from:

Mr. A. M. Davis, 9, Ger y Ddol, Llangollen - Petition containing 23 names and addresses

V. E. Ellis, Fair View Cottage, Abbey Road, Llangollen

W. Williams, 22, Ger-y-Ddol, Abbey Road, Llangollen

Summary of planning based representations in objection:

- Detrimental impact on residential amenity by way of noise, additional activity and over-shadowing.
- Detrimental impact on visual amenity resulting from the height of the building.

**EXPIRY DATE OF APPLICATION: 20/2/13**

## REASONS FOR DELAY IN DECISION (where applicable):

- delay in receipt of key consultation response(s)

## PLANNING ASSESSMENT:

### 1. THE PROPOSAL:

#### 1.1 Summary of proposals

- 1.1.1 Planning permission is sought for the erection of a building for the storage of locomotive engines and other rolling stock, and the realignment of existing tracks, in connection with the operation of Llangollen railway.
- 1.1.2 The building would measure 9m by 49m with eaves at a height of 5m and a ridge height of 7m. It would be constructed with a combination of brick walls and profiled sheets; the brick elevation is proposed on the north elevation, and profile sheeting for the roof and south elevation. The northern elevation, facing towards the Ger Y Ddol development, would feature a pre-cast stone block plinth, with classical detailing of recessed arches in red brick above. The east and west (end) elevations would feature two large timber doors to allow locomotives and rolling stock to enter/leave the building. The plans at the front of this report show the elevations.
- 1.1.3 The goods shed is proposed to be located over two existing tracks (which would need to be realigned to accommodate the building), where currently old locomotives and rolling stock waiting refurbishment have been stored for many years. It would be immediately adjacent to an existing portal frame workshop. Plans at the front of this report show the layout of the site, and its relationship to the existing buildings.
- 1.1.4 The application is accompanied by a Design and Access Statement, which states that part of the income stream for the Llangollen Heritage Railway comes from the repair and service of stock from other railways and collections. It is understood that the proposed building would only be used for the *storage* of locomotives and rolling stock, for both security reasons and practical reasons (protection of stock from the elements). The lines in this location are already used for the storage of such stock.

#### 1.2 Description of site and surroundings

- 1.2.1 To the north of the site are residential dwellings along Abbey Road, including the flats at Ger Y Ddol and the dwelling Fair View Cottage. East of the site

lies St Johns Church, whilst to the south is the railway line, existing workshop and existing good shed; which is a listed building (Grade II).

**1.3 Relevant planning constraints/considerations**

1.3.1 The site is located within the development boundary of Llangollen and within the designated World Heritage Site buffer zone. It is also within the Clwydian Range and Dee Valley Area of Outstanding Natural Beauty. The Llangollen Conservation Area boundary is 50metres to the east of the site

**1.4 Relevant planning history**

1.4.1 None.

**1.5 Developments/changes since the original submission**

1.5.1 None.

**1.6 Other relevant background information**

1.6.1 The Llangollen Railway first came into being in the mid 19<sup>th</sup> Century when the Llangollen Railway Act was passed. As noted by a neighbouring resident, the lines that are proposed to be enclosed are not part of the original railway, but are nevertheless historic additions which are visible on pre war maps of the area. The existence of these lines and associated ancillary activity is long established and beyond the control of the planning system.

**2. DETAILS OF PLANNING HISTORY:**

2.1 None.

**3. RELEVANT POLICIES AND GUIDANCE:**

The main planning policies and guidance are considered to be:

**3.1 DENBIGHSHIRE UNITARY DEVELOPMENT PLAN (adopted 3<sup>rd</sup> July 2002)**

Policy STRAT 9 – Tourism

Policy STRAT 12 - Transport

Policy GEN 1 – Development within Development Boundaries

Policy GEN 6 – Development Control Requirements

Policy CON 1 – The Setting of Listed Buildings

Policy CON 4 – Indigenous Building Materials

Policy CON 6 – Development Adjacent to Conservation Areas

Policy ENV 2 – Development Affecting the AONB

Policy TSM 1 – Tourism Development

Policy TSM 3 – Tourism Related Development in Historic and Market Towns

Policy TSM 4 – Tourist Related Development in Llangollen

**3.2 GOVERNMENT POLICY / GUIDANCE**

Planning Policy Wales Edition 5 November 2012

**4. MAIN PLANNING CONSIDERATIONS:**

4.1 The main land use planning issues are considered to be:

4.1.1 Principle

4.1.2 Visual amenity – impact on conservation area and listed building

4.1.3 Residential amenity

4.2 In relation to the main planning considerations:

4.2.1 Principle

The site is located within the development boundary of Llangollen where the

general principle of new development is acceptable. Policy TSM 1 broadly allows for, and focuses on tourism development on land within development boundaries. Policies TSM 3 and 4 specifically allow tourism development within Llangollen which is of an appropriate size, scale and type, and which does not have an unacceptable impact upon the town's economic and social function, quality and character of the built environment. Policy TSM 4 also supports proposals that would improve Llangollen's tourist appeal and safeguard/enhance the Llangollen Railway Station, track and ancillary facilities.

It is considered that the proposal for a new goods shed represents an improved facility for the Llangollen Heritage Railway, which would help to safeguard, and enhance, one of Llangollen's key tourist attractions. The proposal is considered to accord with the requirements of Policy TSM 1, TSM 3 and TSM 4, and is therefore acceptable in principle, subject to a detailed assessment of the physical impacts of the development as set out below.

#### 4.2.2 Visual amenity – impact on conservation area and listed building

Policy GEN 6 contains broad criteria that only allow development which would not result in injury to the visual amenity of an area. Policy ENV 2 adds more specific control and restricts development that would have an unacceptable impact upon the character of the AONB. Similarly, Policies CON 1 and CON 5 resist development that would have an unacceptable visual impact upon the setting of listed buildings or adjacent conservation areas. Policy TSM 3 requires proposals for tourist development to not harm the local distinctiveness of a town, nor harm the general character of the built environment. Policy CON 4 seeks to control materials used in proposals for development in historic areas.

The proposed building would be visible from Abbey Road, and the properties adjacent (as shown on the plans at the front of this report. The northern elevation would be the most prominent and this would be constructed as noted in traditional materials and feature classical styling. The southern elevation would be obscured from view by the existing portal framed workshop building. The east and west elevations would feature vertical timber doors, the full height of the building. The roof would be profiled sheeting to match the existing workshop roof. The Conservation Area boundary is 50metres to the east with the original grade II listed Goods Shed being located immediately to the south-east of the application site. It is noted that the sidings in this area are currently used for the storage of a significant number of locomotives and rolling stock. There is a mix of building types in the area, with the modern flats of Ger Y Ddol directly north of the application site, St Johns Church to the east, and a range of ancillary railway structures of varying designs, materials and ages all being visible from the site. The AONB Joint Advisory Committee raise no objection in principle, but comment on aspects of the detailing. The County Council Conservation Architect has commented that subject to controls over the materials and detailing of the entrance doors, the proposal is acceptable.

With regard to representations received and the comments of consultees, it is considered that the proposal incorporates appropriate detailing and materials on key elevations. In the context of the existing site it is suggested that the proposal would have a positive impact upon the appearance of the surrounding area by enclosing much of what is currently being stored in the open on the sidings, which may at present be regarded by many as being unsightly. It is considered that the proposal would not have a detrimental impact upon the appearance of the AONB and, subject to controls over materials being imposed, would preserve and enhance the character of the

adjacent Conservation Area, and the setting of the grade II listed Goods Shed. In terms of visual amenity the proposal is not considered to conflict with Policies GEN 6, ENV 2, CON 1 and CON 5.

#### 4.2.3 Residential amenity

Policy GEN 6 (v) sets a requirement to assess the impact of development on the amenities of occupiers of nearby properties and seeks to resist development that would result in an unacceptable loss of light, privacy, or quality of life by way of excessive noise/disturbance.

Residential properties are located to the north of the site, the nearest being flats 23 and 24 Ger Y Ddol at 7 metres from the site, flats 1 and 2 Ger y Ddol (15 metres away), and Fair View Cottage (28 metres from the site). The plan at the front of the report shows the relationship between these properties and the application site. None of the properties nearest the development have windows directly looking at the site; flats 1 and 2 Ger Y Ddol have their principal windows to the north west and south east, with the south western elevation (facing the site) is a mainly blank brick elevation. Flats 23 and 24 Ger Y Ddol over look the railway line directly towards the existing goods shed, and are beyond the south eastern building line of the shed. Similarly, Fair Way Cottage is some way north of the north western end of the proposed building, and does not face directly towards the application site, but overlooks a car park. The proposed building is not intended to be used as a workshop, but solely for the secure storage of rolling stock which is waiting to be restored/serviced elsewhere on land/buildings in the ownership of the Llangollen Heritage Railway Trust. No additional engineering activity is proposed as part of the application.

With respect to the comments and concerns of those residents that have responded to the consultation exercise, it is considered unlikely that this proposal will result in any significant increase in activity or disturbance over and above that which may already occur. To offer a safeguard, it is suggested that a planning condition restricting the use of the building to storage only could be imposed on any permission that may be granted. With regard to the physical impacts of the proposed building, it is noted that the form/design of the proposed building and its relationship to private outdoor space and principal windows is such that it is unlikely that any neighbouring resident will suffer unduly from loss of privacy or light. It is further considered that a well designed building in this location would be visually less intrusive to the general outlook of neighbouring residents than the current arrangement of open air storage of locomotives and often decrepit rolling stock. In terms of the buildings impact upon residential amenity it is considered that the proposal is acceptable and in accordance with the requirements of Policy GEN 6 (v).

## **5. SUMMARY AND CONCLUSIONS:**

- 5.1 The proposal would result in improved facilities for one of Llangollen's key tourist attractions and is likely to offer longer term security and financial benefits to the enterprise. In terms of physical impact of the proposal, the above assessment concludes that the proposal is acceptable and in accordance with adopted planning policy.



**RECOMMENDATION: GRANT** - subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
2. **PRE-COMMENCEMENT CONDITION**  
Prior to the commencement of the development, the written approval of the Local Planning Authority shall be obtained in respect of the walls and roof materials to be used for the development hereby permitted and no materials other than those approved shall be used.
3. The building hereby approved shall be used only for the storage of locomotives and associated rolling stock, and not for any repair, maintenance or engineering purposes.
4. None of the proposed entrance doors to the building shall be hung until the written approval of the Local Planning Authority has been obtained to the detailing thereof, in connection with which detailed plans shall be submitted at a scale of not less than 1:50 and including proposed materials, finish, hardware and sections. The development shall only proceed in accordance with those details as approved.

The reason(s) for the condition(s) is(are):-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. In the interests of visual amenity.
3. In the interest of residential amenity.
4. In the interest of visual amenity.

**NOTES TO APPLICANT:**

None