

DELEGATED REPORT

Application No:	P/23/0070
Site Address:	Aldi Foodstore Ltd Plymouth Street Merthyr Tydfil CF47 0TP
Development:	Non-material amendment to planning permission P/21/0225 to reduce extent of retaining wall along northern boundary and remove wall around trolley bay
Case Officer:	David Cross
Application Expiry Date:	16th June 2023
Consultation reply date expired:	

APPLICATION SITE

The application site, which measures approximately 0.56 of a hectare, includes the Aldi Foodstore and Simon Jones Cars, located on the southern edge of the town centre. The Aldi store is adjacent to the south-west boundary of the site, which lies adjacent to the River Taff, with the remaining areas largely comprising a carpark. Along the north-east boundary of the site is the car sales forecourt with a small sales office that adjoins the main highway (Plymouth Road) serving the site.

To the north-west, the site is bound by a roundabout that provides a link to the surrounding area, including the town centre to the north and the A470 trunk road to the south. To the south-east is a bowls club and associated carpark, which shares the same access off Plymouth Road as the Aldi store. It is also noted that there is a retaining wall that separates the car sales area from the Aldi store and there are a number of trees planted within the carpark with a planted verge along the north-west boundary.

PROPOSED DEVELOPMENT

This application seeks approval for non-material amendments to planning permission P/21/0225 to reduce the extent of a retaining wall along the northern boundary and to remove a wall around the trolley bay.

The land to the north of the site, which was previously used as part of a car sales yard, is elevated approximately 0.6m high above the proposed carpark. As such, the previously approved plans indicated that a retaining wall would be constructed over a length of approximately 66m with 1m high railing provided along the top. It is proposed that a large part of this retaining wall be removed and instead the land graded to form a sloping

embankment. A retaining wall measuring approximately 32m in length with a railing above would be retained where it abuts the existing footpath.

A small dwarf wall measuring up to approximately 0.5m in height, which encloses part of the trolley bay would be removed. However, the stainless steel tubular barriers would be retained to secure the trolleys in place.

PLANNING HISTORY

P/22/0154 - Non-material amendment to the landscaping scheme relating to planning permission P/21/0225 for store extension.

Permission GRANTED on 28.06.2022

P/21/0225 - Proposed extension to Aldi Stores, demolition of the existing car sales building, boundary wall, and forecourt to facilitate extension, re-configuration of the existing car park and other external works

Permission GRANTED on 30.11.2021

P/16/0069 - External alterations to existing store, including alterations to elevational treatment and glazed shopfront and minor repairs to external areas (including re-surfacing of car park etc).

Permission GRANTED on 26.04.2016

P/06/0671 - External changes to building and erection of glass canopy.

Permission GRANTED on 05.02.2007

P/05/0495 - Extension (to provide 320 sq. m. of retail and storage floorspace)

Permission GRANTED on 21.12.2005

CONSULTATION

No consultation exercise was carried out.

PUBLICITY

No publicity exercise was carried out

POLICY CONTEXT

National planning policy

The Future Wales – the National Plan 2040 sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

Planning Policy Wales (PPW), Edition 11, February 2021:

Para 3.5 – 3.15 set out the importance of high quality design to ensure inclusive design, to promote environmental sustainability and ensure high environmental quality. Regard should also be given to the special characteristics of an area, community safety and to encourage sustainable forms of transport.

Para 3.55 notes that previously developed land wherever possible should be used in preference to greenfield sites where it is suitable for development.

Para 4.1.43 – 4.1.56 set out the need to reduce the level and speed of traffic in new development, the provision of car parking and how this may be integrated into new development to minimise the reliance on cars. Transport assessments are also an important mechanism to determine anticipated impacts a development proposal may have.

Section 4.3.3 acknowledges that in order to ensure maximum contribution to the well-being goals the planning system must promote viable urban and rural retail and commercial centres. It must sustain and enhance the vibrancy, viability and attractiveness of retail and commercial centres. It must also improve access to and within the retail and commercial centres by all modes of transport.

Section 4.3.8 – 4.3.23 notes that where a need for additional retail has been identified, planning authorities should consider the most appropriate form, scale and location of this provision to best meet the need. It emphasises a town centre first to the sequential approach for the location of new retail development, before consideration is given to edge of centre and then out of town sites. New out of town retail developments or extensions should not be of a scale, type or location likely to undermine the vibrancy, attractiveness and viability of those retail and commercial centres that would otherwise serve the community.

Sections 4.3.26 – 4.3.29 consider the potential retail implications a new retail development may have on designated retail centres, which may impact on their viability and vibrancy. Where appropriate retail impact assessments may be required and the use of conditions may be necessary to limit any changes over time i.e. loss of existing provisions, changes to the range of goods or the sub-division of units etc.

Para 6.4.21 – 6.4.23 note that local authorities should seek to maintain and enhance biodiversity and build resilient ecological networks to ensure that any adverse environmental effects can first be avoided, mitigated or compensated. Regard should also be given to any potential impacts on protected species which may result in disturbance or harm to the species or its habitat.

Technical Advice Notes (TAN):

- TAN 4 Retail and Commercial Development, November 2016
- TAN 5 Nature Conservation and Planning, September 2009
- TAN 12 Design, March 2016
- TAN 15 Development and Flood Risk, July 2004
- TAN 18, Transport, March 2007

Welsh Government Planning Guidance: Approving Non-material Amendments to an Existing Planning Permission (July 2014).

Local planning policy

Merthyr Tydfil Replacement Local Development Plan (LDP) 2016-2031:

- Policy SW4 - Settlement Boundaries
- Policy SW11 - Sustainable Design and Placemaking
- Policy EnW1 - Nature Conservation and Ecosystem Resilience
- Policy EnW3 – Regionally Important Geological Sites, Sites of Importance for Nature Conservation, Local Nature Reserves and Priority Habitats and Species.
- Policy EnW4 - Environmental Protection
- Policy EnW5 - Landscape Protection
- Policy EcW3 - Retail Hierarchy – Supporting Retailing Provision
- Policy EcW4 - Retail Allocation
- Policy EcW6 - Out-of-Town Retailing Areas

Supplementary Planning Guidance (SPG):

- SPG 4 Sustainable Design, July 2013
- SPG 5 Nature and Development, May 2015

PLANNING CONSIDERATIONS

The main considerations of this application relate to whether the proposed changes to the approved development would constitute a non-material amendment. In this respect, consideration is given to the potential impact the changes would have on the character and appearance of the surrounding area.

The removal of part of the boundary retaining wall and dwarf wall enclosing the trolley bay would result in a negligible change in the overall impact of the development on the character or appearance of the area. The reduction in the length of the retaining wall in favour of a sloping embankment would generally improve the quality of the development by minimising any unnecessary barrier between the site and the public realm.

Accordingly, the proposal would be minor in nature and would not result in a material change to the approved scheme. Furthermore, the proposed changes would not conflict with the LDP policies.

CONCLUSIONS

For the above reasons, the proposed development is acceptable and would constitute a non-material amendment to the originally approved scheme. Accordingly, the following recommendation is made:

RECOMMENDATION: BE APPROVED

RECOMMENDATION ENDORSED



Director of Neighbourhood Services

DATE:

24/4/23