

<b>DATE WRITTEN</b>	10th October 2022
<b>REPORT AUTHOR</b>	Judith Jones
<b>CASE OFFICER</b>	Nia Chard
<b>COMMITTEE</b>	Planning and Regulatory
<b>COMMITTEE DATE</b>	19th October 2022

**Application No.**  
P/22/0189

**Date**  
20th July 2022

**Determining Authority**  
MTCBC

**Proposed Development**

**Location**

**Name & Address of Applicant/Agent**

Detached garage

2 Brynhyfyd Villas  
Cardiff Road  
Troedyrhiw  
Merthyr Tydfil  
CF48 4LG

Miss L Davies  
2 Brynhyfyd Villas  
Cardiff Road  
Troedyrhiw  
Merthyr Tydfil



P/22/0189

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This application has been reported to Committee because the applicant is the sister of a Councillor.

## APPLICATION SITE

This application relates to a semi-detached dwelling located within the settlement boundary. The site is bound by a highway to the front and to the rear and other dwellings on either side. The profile of the rear garden is sloping so that the rear highway occupies a higher level than the dwelling itself. An off-road parking space is currently provided by a raised hardstanding.

## PROPOSED DEVELOPMENT

Full planning permission is sought for the erection of a detached garage. The existing hardstanding, which measures 3.4m wide by 4.8m deep, would be extended to accommodate the proposal.

The proposed garage would measure 5.6m in width, 5.5m in depth and would have a pitched roof with an eaves height of 2.2 metres and a ridge height of 3.25 metres (4.5m in height when measured from the rear garden). The garage would feature a galvanised roller shutter door to its front elevation (facing the rear highway) and a window on the rear elevation (facing into the garden). A door would be provided in the south-east elevation. The walls of the garage would be rendered (and painted white) and the roof would be covered in grey roof tiles.

## PLANNING HISTORY

P/04/0027    Erection of Garage - Granted planning permission subject to conditions on 20th February 2004

## CONSULTATION

The following bodies were consulted and their responses are presented below:

Head of Engineering and Highways                      No objection

## PUBLICITY

In accordance with the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, letters were sent to the adjoining properties.

No letters of representation were received following this publicity exercise.

## POLICY CONTEXT

### National 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) sets out the land use policies of the Welsh Government. The most relevant sections are:

Sections 3.3 – 3.16 sets out the principles of good design in new development proposals, which should take into account its relationship to its surrounding context.

The policies in PPW are supported by Technical Advice Notes (TANs). The most relevant TAN to this application is as follows:-

TAN 12 - Design advises that the Assembly Government is strongly committed to achieving the delivery of good design in the built and natural environment, which is fit for purpose and delivers environmental sustainability, economic development, and social inclusion at every scale throughout Wales.

### Local Policy

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

Policy SW11 – Sustainable design and Placemaking

Supplementary Planning Guidance (SPG)

SPG Note No. 6 – A Design Guide for Household Development

Page 12 of the SPG points out '*Garages and out-buildings should be located either to the side or to the rear of a dwelling*'.

### PLANNING CONSIDERATIONS

The proposed garage would be sited to the rear of a semi-detached dwelling and accessed off a rear highway. There are already numerous of examples of garages within the rear street scene which differ in terms of their scale and appearance. Thus, within this context, it is not considered that the proposed garage would appear incongruous. The scale and design of the garage is also deemed acceptable. As such, the proposal would not be detrimental to the character and appearance of the property itself or indeed the wider area. It should also be noted that planning permission (P/04/0027) was granted in February 2004 for an identical garage. This permission has lapsed hence the reason for the current application.

Regard has also been had for the impact of the proposal on the residential amenities of the neighbouring occupants. In this respect it is noted that the application site is bound by dwellings on either side. The proposal would be constructed adjacent to the garage of the dwelling to the north (1 Brynhyfryd Villas). As such the proposed garage would not have an overbearing impact on the main rear amenity area of this property and no concerns are raised with respect to overshadowing or loss of light. The dwelling to the south (3 Brynhyfryd Villas) does not have a garage and as such is the property

most likely to be impacted by this proposal. The garage would be located 1m from the boundary with this property and would not exceed 4.5m in height (at its highest point). Given that No.3 is located to the south of the application site, the proposal would not result in any significant loss of light (given the sun's path). There would be some overbearing impact but not to a degree that would warrant a refusal of planning permission. There would be no additional overlooking from the proposal garage. It should also be noted that such an arrangement is commonplace along this street. Given the above and the fact that no representations have been received following the publicity exercise, there would be no significant loss of residential amenity and as such the proposal accords with Policy SW11 of the LDP.

Given that no objection has been submitted from the Head of Engineering and Highways, the proposed garage would not result in any detriment to highway or pedestrian safety. As highlighted above the property already has a hardstanding which is used for off-road parking. As such the proposal accords with Policy SW11 of the LDP.

The duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 ("the WBFG Act") has been taken into consideration when determining this application. In reaching the following recommendation, the ways of working set out at section 5 of the WBFG Act have been considered and thus the proposal is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers well-being objectives set out as required by section 8 of the WBFG Act.

Accordingly, the following recommendation is made:

**RECOMMENDATION: BE APPROVED subject to the following CONDITIONS**

1. The development shall begin not later than five years from the date of this decision.

**Reason** - To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the following approved plans and documents:

Existing and proposed Ground Floor Plans, Received 20 July 2022  
Proposed Elevations, Received 20 July 2022  
Section Details, Received 20 July 2022  
Site Location Plan, Received 20 July 2022

**Reason** -To ensure compliance with the approved plans and clearly define the scope of the permission.

## **INFORMATIVES**

1. The Developer is advised to check and confirm the positions of all boundaries **BEFORE** construction works commence.

Any discrepancies or problems of interpretation of boundary lines shall be resolved amongst all interested parties **BEFORE** works commence.

Failure to comply with this information could lead to civil action being brought against the developer by aggrieved parties.