

# DELEGATED REPORT

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| <b>Application No:</b>                  | <b>P/25/0319</b>                                                                     |
| <b>Site Address:</b>                    | <b>Woodingtons Garage<br/>Triangle<br/>Cefn Coed<br/>Merthyr Tydfil<br/>CF48 2PT</b> |
| <b>Development:</b>                     | <b>Two adjoined industrial units</b>                                                 |
| <b>Case Officer:</b>                    | <b>Gareth Davies</b>                                                                 |
| <b>Site Visit:</b>                      | <b>28<sup>th</sup> November 2025</b>                                                 |
| <b>Application Expiry Date:</b>         | <b>20th January 2026</b>                                                             |
| <b>Consultation reply date expired:</b> | <b>18th December 2025</b>                                                            |

## APPLICATION SITE

The application site is located at the Triangle, south west of High Street and south east of Station Road Cefn Coed Y Cymmer. The application site sits within an enclosed yard that is relatively flat and is approximately 4m lower than the property on Station Road. The yard area is occupied by a number of buildings including private and repair garages. The yard area is itself flat and hard surfaced and used largely for parking purposes.

Access to the application site is gated and from the public highway via High Street and Triangle. The initial length of highway from High Street has footpaths to both sides whilst the rest of Triangle does not and is relatively narrow.

The wider area is largely residential in character though there are a number and variety of commercial uses in the area particularly along High Street.

## PROPOSED DEVELOPMENT

Planning permission is sought for the construction of two adjoined industrial units sitting side by side adjacent to the north western boundary of the site. The larger unit would have floor dimensions of 12.10m x 5.6m and the smaller unit would be 5.6m x 7.63m. the building would stand 6.5m at the highest part of its ridge and 5.6m at the eaves. The proposed development would be finished in rendered blockwork with steel sheet roof and steel roller shutter doors at the front.

Four parking spaces would be provided to the front of the units and a further thirteen spaces are available across the wider yard area.

## PLANNING HISTORY

P/02/0061 – extension to workshop – Approved 1<sup>st</sup> March 2002.

P/96/0283 – Amendment to cleaning bay – Approved 16<sup>th</sup> August 1996

## CONSULTATION

Head of Engineering and Highways – No objections

Council Ecologist – No objections

Environmental Health Manager – No objections

Rights of Way – No response received

Regeneration – No response received

Natural Resources Wales – No objections

Dwr Cymru Welsh Water – No objections

The Coal Authority – No objections

South Wales Fire & Rescue Service – No objections

Heneb - No response received

## PUBLICITY

In accordance with the Town & Country Planning (Development Management Procedure) (Wales) Order 2012, neighbour notification letters were sent on 27<sup>th</sup> November 2025 and site notices were placed in and around the site on 28<sup>th</sup> November 2025.

No objections or representations were received as a result of this publicity exercise.

## POLICY CONTEXT

Future Wales: The National Plan 2040 (February 2021)

Future Wales provides guidance on matters relevant to this application, including, but not limited to:

- Policy 1: Where Wales will grow.
- Policy 2: Shaping Urban Growth and Regeneration – Strategic Placemaking
- Policy 33 – National Growth Area – Cardiff, Newport, and the Valleys

Planning Policy Wales (Edition 12, February 2024)

Planning Policy Wales provide guidance on matters relevant to this application, namely:

- Placemaking in Action: Good Design Making Better Places

- Strategic Placemaking: Previously Developed Land
- Activities in a Place: Retail and Commercial Development
- Activities in a Place: Community Facilities
- Economic Infrastructure: Economic Development
- Recognising the Special Characteristics of Places
- Recognising the Environmental Qualities of Places

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

The following development plan policies would apply:-

- Policy SW4: Settlement Boundaries
- Policy SW11: Sustainable Design and Placemaking
- Policy SW12: Improving the Transport Network
- Policy SW13: Protecting Community Facilities
- Policy CW1: Historic Environment
- Policy EnW1: Nature Conservation & Ecosystem Resilience
- Policy EnW2: Internationally and Nationally Protected Sites and Species
- 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 EcW2: Protecting Employment Sites
- Policy EcW5: Town and Local Centre Development

The following supplementary planning guidance is applicable:-

- Merthyr Tydfil Local Development Plan Supplementary Planning Guidance Note 4: Sustainable Design (July 2013)
- Merthyr Tydfil Local Development Plan Supplementary Planning Guidance Note 5: Nature and Development (May 2015)

## PLANNING CONSIDERATIONS

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Furthermore, applications that are not in accordance with relevant policies in the plan should not be allowed, unless material considerations justify the grant of planning permission.

The key determining factors relating to this proposal are, whether or not the proposed development is acceptable in principle, the visual impact of the proposals, the impact of the proposals on local amenity, impacts on ecology, flood risk, and the highway network.

### The Principle of Development.

The application site is located within settlement limits and within a primary growth area where the majority of new development is considered acceptable and supported by Local

Development Plan Policy SW4. The site is not though protected as an employment site under LDP policy EcW2 as it sits outside of designated industrial locations. As such the proposal needs to demonstrate that they can be accommodated within the wider locality without causing any harm in terms of their impact on general and visual amenity, ecology, and highway safety. These issues are addressed in turn below.

### Visual Impact

The proposals seek consent for the construction of two adjoined small industrial units within an established yard at Triangle which already houses amongst other things a repair garage facility. Within the context of scale height materials and massing the proposals are not dissimilar to existing buildings on site. Within the immediate curtilage the proposed development integrates comfortably with other buildings. The marked contrast exists with the buildings outside of the yard already which are residential and retail/commercial in nature and appearance. This though is a limited impact brought about by the discreet nature of the application site itself and by the fact that buildings north of the site sit at a much higher level – indeed the top of the proposed buildings would barely breach the height of the existing boundary wall. The creation of a new building has the potential to have a positive effect on the visual amenity and general appearance of the area. As such, the proposed development is considered acceptable in terms of its visual impact and compliant with the requirements of Local Development Plan Policy SW11 in respect of this particular consideration.

### Impact on General Amenity

The proposed development would take place within an established industrial/commercial yard area and would result in the provision of buildings with a better visual appearance than those established at the site. However, the nearest residential properties, (when living accommodation over existing shops are considered), are located only 18m away from the proposed development. The applicants in making the application have given no indication of any intended end users of the property. Given the close proximity of residential accommodation to the proposed development it is appropriate if allowing the application, to apply planning conditions restricting both the type of use and hours of operation to the proposed buildings to ensure that local residential amenity is not adversely affected by the proposed development. This will ensure compliance with the requirements of Local Development Plan Policy SW11 with regard to this issue.

### Ecology

No Green Infrastructure Statement accompanies the planning application. No green infrastructure has been removed to facilitate the development and there would be no loss of existing habitat or foraging features for local wildlife. Given that the site has a history of industrial use this is unremarkable. The new built development will be located as far away from green infrastructure beyond the site boundary as can be achieved. Given the circumstances it is extremely unlikely that any existing features will be damaged through the course of the redevelopment of the site. In order to deliver net biodiversity benefit, the developer is proposing the installation of a sparrow terrace at height and a bug hotel at ground level. The Council's ecologist has not raised objection to the proposed development and requires the applicant demonstrate how net benefit for biodiversity can be achieved and how it will be managed over time – the features mentioned above achieve the first element of this and continued management of the features can be delivered through the application of an appropriate planning condition. The proposals are

considered compliant with the requirements of Policy EnW1 of the Local Development Plan.

### Highway Considerations

The Head of Engineering and Highways has reviewed the submitted information and has not raised any highway safety concerns. The proposal would make provision for a more organised parking layout rather than current haphazard arrangement. The proposal would also provide sufficient parking to support the needs of existing and future occupants. No provision is made for cycle parking, and the site is well provided for in terms of its proximity to active travel options. Given the circumstances no objections are raised in respect of highway requirements and the proposal complies with the requirements of Local Development Plan policies SW11 and SW12.

### Other Matters

There are no issues relating to flood risk given the location of the proposed development.

Despite the nature of existing uses at the site, neither Environmental health nor Natural Resources Wales have raised any issue with regard to potential contamination at the site.

Dwr Cymru Welsh Water have raised no objection but have requested a condition that no surface water or land drainage connect to the public sewerage network.

### CONCLUSIONS

The proposed development seeks consent for the construction of two adjoined industrial units within an established industrial yard. The proposed development is subject to conditions restricting hours of operation and end users considered acceptable in planning terms. These restrictions are considered necessary on the basis of the proximity of the proposed development to established residential properties. The proposals will improve the overall visual appearance of the area and deliver net biodiversity benefit. The proposals are also considered acceptable in terms of their impact on the local highway network. Consequently, a positive recommendation is made in respect of this proposal.

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 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 in 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.

**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 in accordance with the following approved plans

Location Plan - WOODYS FP OS 03

Proposed Elevations and Sections - WOODYS FP 02A

Proposed Site Plan & Floor Plan - WOODYS FP 01B

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

3. The buildings hereby approved shall only be used for purposes falling within use class B1 of the Town & Country Planning (Use Classes) Order 1987 (As amended) and for no other purpose.

**Reason** - To define the extent of the permission granted and to ensure no detriment to the amenity of nearby residential properties in accordance with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan

4. Any use of the buildings hereby approved shall only be carried out between 06:00 hours and 18:00 hours Monday to Saturday not at all on Sundays or bank or public holidays.

**Reason** - To ensure that the noise emitted/activities are not a source of nuisance to occupants of nearby properties in accordance with Policies SW11 and EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

5. **Before the approved development is brought into beneficial** use the means of vehicular access and parking facilities shall be laid out as approved by the Local planning Authority. Parking spaces and access shall be surfaced in consolidated materials, and shall be retained thereafter for the parking of vehicles.

**Reason** - in the interests of highway safety and to accord with the requirements of Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

6. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

**Reason** - To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

7. Demolition, site preparation and construction works shall not take place outside the hours of 08:00 to 18:00 Mondays to Fridays, 08:00 to 13:00 on Saturdays and at no time on Sundays or bank or public holidays.

**Reason** - In the interests of local amenity in accordance with Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

8. **Prior to the commencement of development** details of all external materials to be used in the construction of the development shall be submitted to and agreed in writing with the Local Planning Authority. the development shall be carried out in accordance with the approved details.

**Reason** - To ensure that the external appearance of the proposed development will be in keeping with the character of the area and adjoining buildings in the interests of visual amenity and to accord with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

**RECOMMENDATION ENDORSED**

  
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**Director of Neighbourhood Services**

**DATE: 09.01.2026**