

DELEGATED REPORT

Application No: P/21/0385

Site Address: Land To Rear Of 65
Clare Street
Merthyr Tydfil

Development: Erection of block of 3 garages

Case Officer: David James

Site Visit: 15th November 2021

Application Expiry Date: 5th January 2022

Consultation reply date expired: 15th December 2021

APPLICATION SITE

The application site relates to a rectangular parcel of land situated to the rear of Clare Street. The land is currently vacant and undeveloped, with overgrown vegetation. It is bound to the north-east by a lane (which serves the rear of Clare Street) and to the south-west by a railway line (the railway line is at a higher level than the application site, and separated from it by a low embankment). To the northwest and southeast it is bound by similar rectangular parcels of land, which are fenced and gated, and contain garages and parking areas.

PROPOSED DEVELOPMENT

This application seeks full planning permission for the construction of a block of three garages. The row of garages would measure 12.5m in width and 5.8m deep, comprising a line of three identically sized garages. They would be a maximum height of 2.7m, incorporating a mono-pitched roof, sloping down to a minimum of 2.5m high. The garages would be set back 1m from the lane and would be orientated to face onto the rear of Clare Street. They would be of blockwork construction, and finished externally in render, with the roofs being covered in felt. Each garage would be served by an up-and-over door (measuring 3.3m wide and 2.1m high) located within the north-eastern front elevation.

PLANNING HISTORY

P/04/0515	Erection of 4 No. garages Full Approval 24/11/2004
P/03/0324	Erection of 2 No. garages. Full Approval 30/10/03

PLANNING CONSIDERATIONS

The issues to consider under this application relate to the siting, scale and design of the proposed garages, their impact on the character and appearance of the area, and the impact on residential amenity and highway safety.

The layout of the development is largely informed by the constraints of the site, resulting in a linear form, with the garages orientated towards the rear of Clare Street, which compliments the topography and pattern of development in the area. The siting of the garages with a setback from the highway to provide a crossover also reflects the general positioning and layout of other existing garages along this lane. The scale of the proposed garages in terms of their width, depth and height is appropriate for the site, and would generally reflect the scale of the existing garages in the vicinity.

With regard to residential amenity, it should be noted that the garages, due to their siting and their appropriate scale and height, would not detract from the amenities of nearby occupiers. Moreover, a condition would ensure that the garages are used for domestic purposes only and are not used for commercial or business use in the future without the prior approval of the local planning authority. It is also noted that the garages would be set back from the edge of the lane and Council's Head of Engineering has not raised any highway objections to the proposed scheme. As such, the application is also acceptable in respect of highway safety.

The application site is within an area designated for future improvements to the South Wales Metro in the Replacement LDP. However, the Planning Policy Group Leader has not raised an objection. Furthermore, Transport for Wales were consulted on the application and have not raised an objection, provided that the developer consults with them prior to the construction of the garages, to ensure the safety of their adjacent assets.

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.

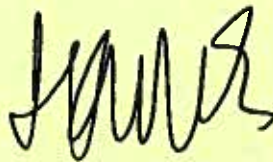
Reason - To comply with Section 91 of the Town and Country Planning Act 1990.

Where a Schedule 1 species (as defined in the Wildlife and Countryside Act - <https://www.legislation.gov.uk/ukpga/1981/69/schedule/1>) is involved, compensation for impacts, e.g., loss of nesting sites, will be devised and implemented.

3. Due to the proposal being next to Amey Infrastructure Wales (AIW) managed infrastructure, prior to any works beginning on site the applicant will need to engage with AIW Asset Protection so that AIW are able to determine the interface with any assets, buried or otherwise and by entering into a Basis Asset Protection Agreement. The applicant should make contact a minimum of 3 months prior to works starting. Initially the outside party should contact CVLAssetProtection@tfwrail.wales
4. The developer is advised to contact Merthyr Tydfil County Borough Council's Highway Division regarding any retaining works or other works affecting the highway BEFORE construction works commence. This approval is independent of any approval of planning permission.

The developer should also note that no surface water should be allowed to discharge onto the public highway.

RECOMMENDATION ENDORSED



Head of Town Planning

DATE:

17/12/21