

DELEGATED REPORT

Application No:	P/25/0252
Site Address:	Garage On Cilsanws Lane Cilsanws Lane Cefn Coed CF48 2NU
Development:	Extension to detached garage
Case Officer:	Marlene Ferreira
Site Visit:	25th September 2025
Application Expiry Date:	18th November 2025
Consultation reply date expired:	16th October 2025

APPLICATION SITE

The application site relates to an existing single storey garage accessed off Cilsanws Lane. The 'L' shaped garage lies outside of a domestic garden, however, it is used in association with the residential property Lyndhurst, which is accessed off Upper High Street and lies approximately 40 metres from the application site. There is no direct access from the property to the garage. As such, access is gained via Upper High Street and Cilsanws Lane.

The garage lies adjacent to another garage and outbuilding and residential properties beyond, which are either accessed off Cilsanws Lane or Upper High Street.

PROPOSED DEVELOPMENT

This application seeks planning permission to extend the existing garage, which would continue to be used for vehicular parking and domestic storage in association with Lyndhurst.

The garage extension, which would measure approximately 1.2m wide, 3.5m deep, with a ridge height between 2.4m and 2.6m, would be positioned just off Cilsanws Lane and would allow for the installation of a wider roller shutter door, measuring approximately 3.3m in width. It would be finished with brickwork elevations, corrugated roof and a metal roller shutter.

PLANNING HISTORY

The council's records do not show any other planning history for this site.

CONSULTATION

Head of Engineering and Highways

No objection. *'...the proposed garage remains too small to be used for vehicular parking. Therefore the status quo remains the same...so highways raise no objection to the proposed application...'*

Ecology Officer

No objection.

PUBLICITY

In accordance with the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, letters were sent to nearby residents and 2 site notices were displayed in the vicinity of the site. Two letters of representation have been received. The concerns raised in the letters have been summarised below:

- The extension would bring the garage directly to the road edge on the narrowest part of the lane, severely restricting visibility and creating a hazardous blind spot on the single track road;
- This lane has many problems with traffic as existing and the extension to the garage will obstruct vision even more, especially when being used by council bin lorries, delivery lorries, ambulance, fire brigade, as well as for other traffic using the lane;
- Due to the narrow size of the lane and poor visibility, there have been many damaged fences and garage walls, particularly when there are vehicles using the three sections of Cilsanws Lane at any one time;
- A site meeting would clearly show the dangerous situation the extension would cause if approved;
- The proposal will result in an increase in accidents and limit essential use for around 50 residents;
- Disruption of the lane during construction is also of grave concern since the sole entry point along Cilsanws Lane would be limited in terms of movement in and out, which would disrupt the daily life of every resident, when trying to get to school, work, doctors or use other services. The inconvenience to so many residents to serve a single user is unjustifiable and unreasonable and would have a lasting detrimental impact upon the nearest residential occupiers;
- The applicant does not reside on Cilsanws Lane and will not experience the same level of disruption or safety concerns as residents off Cilsanws Lane;

The Ward Councillors were consulted in respect of the objections received, however, they have not requested that the application be considered at Planning Committee. As such, the application will progress to be determined under delegated powers by the Director of Neighbourhood Services.

POLICY CONTEXT

National Development Framework

- Future Wales: the National Plan 2040 (February 2021)

National Planning Policies

- Planning Policy Wales (Edition 11, February 2021)

Local Planning Policies

- Merthyr Tydfil Replacement local Development Plan 2016-2031

Policy SW4 – Settlement Boundaries

Policy SW11 – Sustainable Design and Placemaking

Policy ENW1 – Nature Conservation and Ecosystem Resilience

PLANNING CONSIDERATIONS

The issues to consider in the assessment of this application relate to whether the proposed garage extension would be acceptable in principle in this location and whether it would be acceptable in respect of its impact upon the character and appearance of the area, residential amenity, ecology and highway safety.

Principle of Development

The existing garage lies within the settlement boundary – Primary Growth Area. Development in this location is supported by LDP Policy SW4 provided it complies with all relevant LDP policies and other material considerations.

Character and Appearance

The existing garage is prominently located just off Cilsanws Lane, thus the proposed extension would be visible when viewed from the surrounding street scene. The proposal however would amount to a small-scale infill extension which would complement the scale and design of the existing garage and would be finished in matching materials and finishes. As such, the proposal would not appear disproportionate or incongruous. Furthermore, it would be viewed amongst other garages and outbuildings and would therefore appear in context with the immediate built environment.

The proposed extension would therefore amount to an acceptable form of development which would not be considered to have any significant detrimental impact upon the character or appearance of the street scene or wider area and would accord with LDP Policy SW11.

Residential Amenity

The proposed extension would be contained within the confines of the site under the applicant's ownership, however, it would lie immediately adjacent to the existing garage located to the southeast, and the relationship between the application garage and this

neighbouring garage therefore requires consideration. Although it is acknowledged that the extended garage would also lie adjacent to the rear garden of Bryngwyn, located to the south and a parking area located to the west, the extension itself, given its siting and scale, would not have any impact upon the rear garden of this nearby property or the adjoining parking area. Thus, these neighbouring occupiers/users would not be adversely affected by the proposed garage extension.

The proposed extension, as noted earlier, is a small-scale addition. Its height would also be limited, since it would have a maximum ridge height of 2.4m when adjacent to the neighbouring garage. Furthermore, the roof of the extension would be sloping away from this neighbouring property. It is also noted that the garage, when extended, would run immediately alongside this neighbouring garage, however, the neighbouring garage's side elevation is free of doors and windows and the proposed extension would therefore not restrict any access or cause loss of light into this neighbouring garage. As such, the proposed garage extension would not be considered to have any overbearing, loss of light or loss of privacy impact upon this neighbouring garage and would therefore accord with LDP Policy SW11.

Ecology

The proposed development was considered by the Council's Ecologist and survey work has not been requested in support of this application. However, enhancement works in line with the Environment (Wales Act 2016) and Welsh Government Circular 'Securing Biodiversity Enhancements' have been requested. In this instance, it is noted that a bat box would be provided, as indicated on the proposed plans. These enhancement works would therefore be welcomed.

It is also noted, under chapter 6 of Planning Policy Wales (edition 12) that applications should be supported by Green Infrastructure Statements (GIS). However, due to the scale and nature of the development, the submission of a GIS would be deemed disproportionate and unreasonable. Notwithstanding this, ecological enhancements would be provided (as mentioned above) which would contribute to the wider green infrastructure objectives. Thus, the proposed development would therefore be considered acceptable and accord with LDP Policy EnW1.

Parking and Highway Safety

The proposed garage extension seeks to provide additional internal space for the parking of vehicles and storage. As such, the garage would continue to be accessed in the same way, albeit extended, thus providing additional room for storage and vehicular parking.

The Head of Engineering and Highways has considered the proposal and has not raised any objections. However, their comments state that the garage as existing and as proposed would not be suitable for vehicular parking and as such no objection has been raised. Although their comments have been noted, it is important to acknowledge that this proposal relates to an extension to the garage only, since the garage itself appears to have been built and in use for well over 10 years. Thus, whilst it is appreciated that the existing garage, in respect of its scale, does not appear to meet current up to date standards, it continues to be used for that purpose. Indeed, it is not the use of the building as a garage which is under consideration, but rather, the proposed extension to the existing garage.

Furthermore, it is noted that this proposal would amount to a small-scale addition, as discussed previously, which would be completely contained within the confines of the applicant's site. Thus, whilst the concerns of nearby residents have been taken into account, which focus on the limited size of Cilsawns Lane and the fact that the proposed extension would further restrict visibility for the users of Cilsawns Lane, including larger vehicles, such as refuse trucks and emergency vehicles, the Head of Engineering and Highways has not raised any concerns regarding reduced visibility along Cilsawns Lane or the safety of its users which could result from the erection of the proposed extension. Thus, in this instance, the concerns raised by residents would not warrant the refusal of the application.

The proposed development would not be deemed to have any significant detrimental impact upon highway or pedestrian safety and would therefore accord with LDP Policy SW11.

Responses to Representations

The planning concerns raised in the letters of objections have been addressed in the relevant sections above. In respect of other concerns raised, these have been addressed below:

- Any development carried out has the potential to result in noise and disturbance to nearby residents. Such disruptions cannot be avoided. It should be noted however that this tends to be for a temporary time only and would cease to impact residents once the development is completed. Should works be carried out during unsociable hours, the matter should be referred to the Council's Environmental Health Section.
- Any damage caused to the property of residents is a civil matter between the parties involved and cannot be controlled by the planning authority.

CONCLUSION

The proposed development, due to the reasons discussed above, is therefore considered acceptable and in compliance with relevant policies and guidance.

Finally, 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 Plans and Elevations, GA001, Rev A, received: 23rd September 2025.

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

3. Prior to the beneficial use of the extended garage hereby approved, the enhancement measures proposed, as annotated in the submitted plans (Existing and Proposed Plans and Elevations, received: 23rd September 2025), shall be implemented and shall be retained thereafter in perpetuity.

Reason - To protect the natural environment and important habitat in accordance with Policy EnW1 of the Merthyr Tydfil Replacement Local Development Plan.

INFORMATIVES

1. This planning permission does not provide consent to undertake works that require a European Protected Species (EPS) licence.

All bats and their roosts are protected under UK and European legislation. It is an offence to deliberately kill, injure, capture or disturb a bat or to recklessly damage or destroy their breeding sites or resting places.

If works are planned on a building/tree in which bats are found to be roosting, Natural Resources Wales (NRW) must be contacted. on 0300 065 3000 or at <https://naturalresources.wales/permits-and-permissions/species-licensing/apply-for-a-protected-species-licence/bat-licences/?lang=en>.

If work has already commenced and bats are found, or if any evidence that bats are using the site as a roost is found, work should cease and NRW should be contacted immediately.

Under these circumstances, an EPS licence is likely to be required to undertake the works within the law.

2. All birds, their nests and eggs are protected by law under the Wildlife and Countryside Act 1981 (as amended) while they are breeding.

If works to any trees, hedgerows and/or other nesting bird habitat (including buildings with suitable features) are to be undertaken, they will take place outside of the bird nesting season. If the works must be undertaken during the nesting season (generally from 1st March until 31st August, although birds are known to nest outside of these dates in suitable conditions), a breeding bird survey will be required and must be carried out by a suitably qualified ecologist. Any active nests identified will be protected until the young have fledged.

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.

RECOMMENDATION ENDORSED



Director of Neighbourhood Services

DATE: 12.11.2025