

CONSULTATION RESPONSES	Supports	Objects	No objection or no comments	Comments	No reply
Community Council					X
Local member(s)					x
Highways					X (informal discussions)
Public Protection					
Natural Resources Wales					
Welsh Water					
CPAT					
Neighbours					X

PLANNING POLICY/CONSTRAINTS	YES	ACCEPTABLE	NOT ACCEPTABLE
Outside settlement	X		X
Inside settlement			
Conservation Area			
Listed Building/ setting			
Green Barrier			
Special Landscape Area			
Flood Risk			
Within Buffer Zone or affecting SAC*			
World Heritage Site			
AONB			
Other			

LOCAL PLANNING GUIDANCE	ACCEPTABLE	NOT ACCEPTABLE
LPGN 16	X	
LPGN 13	X	

KEY ISSUES	Acceptable	Not Acceptable	Observations below	N/A
Residential Amenity	X		X	
Design	X		X	
Highway safety	X		X	
Parking	X		X	
Conservation/LB				
Ecology				
Trees				
Other				

OBSERVATIONS:**Design:**

Policy GDP1 seeks to ensure that built development in its design, layout, scale, materials used and landscaping accords with the character of the site and makes a positive contribution to the appearance of the locality.

LPGN 13 requires garages to be proportional to the needs of the dwelling.

Whilst the garage would be located in a prominent location and would be clearly visible from both adjacent highways (Fronheulog Hill and Old Road) it is considered to sit comfortably within its plot. The garage would be set 2m off the highway and as such would be set further away than the existing house frontage. It would be built to a single storey and in matching materials to the main dwellinghouse, the scale and design of the garage would ensure that it appears subservient to the main dwelling and would not dominate the appearance of the streetscene or the host property itself. Setbacks from road frontages vary in this particular location and the dwelling and the proposed associated garage would not sit within an established street frontage.

Overall, it is considered that the scale and design of the garage would meet the overall objectives of policy GDP1.

Amenity

The garage would be located sufficient distances away from neighbouring residential properties and as such would not impinge on the amenities of neighbouring occupier's byway of loss of daylight/sunlight or outlook.

Highway safety

Policy GDP1 requires safe and convenient pedestrian or vehicular access to and from the development sites.

Informal discussions have taken place between the case officer and Highways. The access fronts onto a classified road where the speed limit is 60mph however it is estimated that speeds of vehicles, due to the proximity of the adjacent junction and nearby 40mph speed limit, would fall below this limit. The proposal would utilise an existing access and as such there is limited visibility to the right hand side when exiting the site. This access is existing and can currently be utilised without requiring planning permission. As such, as no additional development is proposed on the right hand side, whilst visibility splays would not meet minimum standards, the proposal would not exacerbate the current situation. The proposal is for a garage only, as such the development would not result in an increase in occupiers of the dwelling and as such movements to and from the site would remain as existing.

To the left hand side, when exiting the site, the development would have the potential to obscure visibility. The garage has been amended in width so it would leave a separation distance of 2m from the highway. The applicant has clearly annotated that the boundary wall would not exceed 1m in height. The applicant has shown conservative visibility splays on the proposed drawings. If, alternatively, the line of the splay were to be drawn to the edge of the nearest part of the garage splays would measure approximately 30-40m (the distance to the junction itself is approximately 25m). As such, due to the 2m setback from the highway the proposed garage is not considered to reduce visibility to an unacceptable degree given that vehicles would unlikely be traveling at the maximum speed limit due to the proximity of the junction.

The garage would be set 1m from the rear boundary which is set off the edge of Old Road by approximately 5m, due to this setback and the distance from the junction, it is not considered to result in a visual obstruction to vehicles traveling along this road.

It is noted that, under approval p/2020/0523 a condition had been imposed to prevent extensions and alterations taking place under class A of the GDPO. Whilst the garage would not fall within this class, the location of the garage would ensure that off street-parking and turning space would be retained within in the site.

It is considered reasonable to impose conditions which require a minimum width of the access to be maintained, no surface water should be directed onto the highway and no gates should be located within 5m of the access.

Given the above assessment, in terms of highway safety, it is considered that the proposal would to meet the objectives of policy GDP1.

RECOMMENDATION	
GRANT	X
REFUSE	
S106	