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## Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 28/01/21

gan Paul Selby, BEng (Hons) MSc  
MRTPI

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 23/2/21

## Appeal Decision

Site visit made on 28/01/21

by Paul Selby, BEng (Hons) MSc MRTPI

an Inspector appointed by the Welsh Ministers

Date: 23<sup>rd</sup> February 2021

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**Appeal Ref: APP/X6910/D/21/3266321**

**Site address: 51 Tynewydd, Nantybwich, Tredegar, NP22 3SG**

**The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Mr and Mrs Price against the decision of Blaenau Gwent County Borough Council.
  - The application Ref C/2020/0202, dated 19 August 2020, was refused by notice dated 12 October 2020.
  - The development proposed is Proposed garage to front garden.
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### Decision

1. The appeal is dismissed.

### Main Issues

2. The main issues are the effect of the proposal on: a) the character and appearance of the area; and: b) the safety and convenience of highway users.

### Reasons

3. The appeal relates to a semi-detached residential property fronting Trefil Road located close to the settlement edge of Nantybwich. The plot features a front garden of notable length which slopes up from its frontage. Traffic calming, associated with a pedestrian crossing point, is installed on Trefil Road a short way west of the appeal site.

#### *Character and appearance*

4. Properties of similar appearance and siting lie to either side of the appeal property, albeit those to the west front onto a crescent which adjoins the main road. Front boundary and landscaping treatments in these properties' front gardens varies, as does the size of the gardens themselves. In a limited number of cases, front gardens accommodate driveways. However, despite these differences, the predominant character is of front gardens which are relatively open to the public realm. This affords the immediate area a spacious appearance which complements its location at the settlement edge.
5. The proposed double garage would be sited within an excavated part of the front garden. Nonetheless, viewed from the footway its height and width would largely

conceal the remaining area of the front garden to its rear, thereby substantially eroding the plot's existing open character. The garage's boxy form and its siting adjacent to the footway would appear stark and utilitarian, conflicting with the prevailing character of other properties nearby. Given the absence of other similar structures in nearby front gardens, it would also appear incongruous to the setting, harming the area's character and appearance.

6. Accordingly I conclude that the proposal would conflict with the aim of policy DM1(2)(b) of the Blaenau Gwent Local Development Plan (LDP) to avoid unacceptable adverse visual impact on townscape or landscape, and with the advice given in the Council's 'Householder Design Guidance' Supplementary Planning Guidance.

#### *Safety and convenience of highway users*

7. Traffic calming installed on the eastbound carriageway of Trefil Road would be likely to moderate traffic speeds in the vicinity of the appeal property. Sightlines towards the appeal site would allow approaching drivers to see a vehicle nosing out of the garage onto the footway and moderate their speed accordingly. Nonetheless, as the proposed garage would abut the footway, drivers of vehicles exiting the garage in forward gear would have a limited view of approaching pedestrians, cyclists or vehicles. This visibility would be further restricted for vehicles exiting the garage in reverse gear.
8. Vehicles would exit the garage only infrequently and there is little evidence of significant pedestrian activity on the footway. Nonetheless, the inadequate visibility for exiting drivers caused by the garage's siting and solid construction would introduce an unacceptable risk of harmful conflict with pedestrians using the footway. Moreover, the poor sightlines for exiting drivers into oncoming traffic would require exiting vehicles to temporarily obstruct the footway, causing inconvenience to pedestrians.
9. Although I note the comments of the Council's Highways officer regarding the potential re-siting of the garage, I must determine the appeal based on the submitted plans. For the above reasons I conclude that the proposal would not accord with the objective of LDP policy DM1(3)(a) for proposals to have regard to the safe, effective and efficient use of the transportation network.

#### **Conclusion**

10. For the reasons given above, and having regard to all other matters raised, I conclude that the appeal should be dismissed. In reaching my decision, I have taken account of the requirements of the Well-Being of Future Generations (Wales) Act 2015 and consider that this decision would contribute towards building healthier communities and better environments.

*Paul Selby*

INSPECTOR