

DATE WRITTEN	29th June 2026
REPORT AUTHOR	Judith Jones
CASE OFFICER	Rebecca Owens
COMMITTEE	Planning and Regulatory
COMMITTEE DATE	8th July 2026

Application No. P/25/0253	Date 24th September 2025	Determining Authority MTCBC
Proposed Development	Location	Name & Address of Applicant/Agent
Erection of dwelling with associated parking and external works	63 Brecon Rise Pant Merthyr Tydfil CF48 2EE	Mr Matthew Phillips c/o Mr David Hand DPH Architect 6 West Grove Merthyr Tydfil CF47 8HJ



PURPOSE OF REPORT

To further consider planning application P/25/0253

At the Planning, Regulatory and Licencing Committee meeting held on 3rd June 2026, Members raised concerns with respect to the under provision of parking to serve the proposed development and the potential impact on the existing parking along the adjacent highway. As such, Members deferred the determination of the application to further consider the above matters and requested that a highway officer attends the next committee meeting.

As part of the planning process, a consultation exercise was undertaken with the relevant consultees, which sought advice on the merits of the proposed development. The highway engineers have provided their advice on the acceptability of the proposed development. It is then the role of the planning officer to set out the planning considerations and provide a recommendation for the determination of the application, taking into account the consultee responses. It is therefore the Planning Officer's role to answer any questions the Committee may have, and is not necessary for the Highways Officer to attend.

Following the committee's decision to defer the application, an additional plan has been submitted by the Applicant's agent in support of their proposal, which illustrates the current parking provision serving the properties in Brecon Rise adjacent to the site. The highway engineers were also invited to raise any further comments in response to the concerns highlighted by members and to consider the plan submitted by the agent.

The Head of Engineering and Highways has noted that the submitted plan is inaccurate as it indicates that each property within the cul-de-sac benefits from two parking spaces, one within a garage and a second on a hardstanding to the front. However, the land in front of the garages form part of the adopted footway and any cars parked in this area would cause an obstruction. As such, there appears to be only one parking space to serve each of the properties. If there is an existing parking issue relating to indiscriminate parking in the area (i.e. parking on footways), this would be a separate enforcement issue to be dealt with by the Police. Notwithstanding the above, it is highlighted that the parking standards give a maximum number of spaces that should be provided, not a minimum. Where there is an under-provision, it is for the highway authority, using their professional judgement, to advise whether any additional vehicle parking on the adopted highway would have a detrimental impact.

In this instance, given the modest size of the dwelling, the Head of Engineering and Highways considers a single parking space to be sufficient and has not advised that there would be an adverse impact. In the event that vehicles/visitors are unable to park safely within the cul-de-sac, it would be their responsibility to find the nearest space available and then walk to their destination. It is acknowledged that this may mean parking along the main access road through Brecon Rise (away from the cul-de-sac). Having further considered the highway implications, the Head of Engineering and Highways maintains their position that the development would not give rise to highway safety concerns.

COMMITTEE'S DECISION IS REQUIRED.

A copy of the original report to Committee is reproduced below for committee's convenience.

Councillor Declan Sammon requested that this application be reported to the Planning Committee to consider the concerns raised by local residents including the impact of the proposal on highway safety, parking and privacy. It was resolved at the last committee meeting to defer determination to arrange for a representative from the Engineering and Highway department to attend and answer questions in relation to parking and highway safety

APPLICATION SITE

The application site is located within a mainly residential area in the settlement boundary and relates to an existing detached dwelling within a cul-de-sac. This property benefits from a private garden to the rear and side, with the development proposed on the land forming the side garden (west of the existing dwelling). The site is bound by a highway and footpath to the north, garages to the west and the rear garden areas of neighbouring properties to the south.

PROPOSED DEVELOPMENT

Full planning permission is sought for the erection of a detached two bedroom bungalow with associated parking and external works. The main section of the bungalow would have a rectangular footprint measuring approximately 12.1m in width by 4m in depth, with an annexe projecting off the rear elevation. The annexe would have an angled rear elevation, which would be setback 1.1m from the rear garden boundary. It would have an approximate width of 4m and a maximum depth of 4.4m. The main roof of the bungalow would be pitched with a ridge height of 3.7m. The rear annexe would have a flat roof measuring 2.8m in height. The external elevations of the bungalow would be finished with off white coloured render and the main roof would be covered with brown concrete tiles to match the existing adjacent house.

In addition to the above the proposal includes:

- The provision of an integrated bird box within the eastern elevation.
- Two warrior cycle lockers in the rear garden.
- A driveway covered with permeable paving to provide parking for a single vehicle.
- A footpath and patio constructed with permeable paving.
- The planting of four trees, a wildflower area and other mixed shrub and plants.

PLANNING HISTORY

The recent planning history is summarised below:

P/25/0233 Demolition of existing single-storey side extension and construction of new single-storey, rear extension.

Lawful Development Certificate granted on 1 September 2025

CONSULTATION

The following bodies were consulted and their responses are presented below:

Head of Engineering and Highways	No objection subject to conditions
Planning Policy Officer	No objection
Council's Ecologist	No objection
Environmental Health Manager	No objection subject to conditions
Dwr Cymru Welsh Water	No objection subject to conditions

PUBLICITY

In accordance with the Town & Country Planning (Development Management Procedure) (Wales) Order 2012, letters were sent to neighbouring properties on the 29th September 2025 and a site notice was displayed within the vicinity of the site on 29th October 2025. Following amendments to the scheme a further publicity exercise was undertaken with letters were sent to neighbouring properties on the 2nd March 2026 and a site notice displayed within the vicinity of the site on the 25th March 2026.

In response to the publicity exercise a total of 15 letters of objection were received. The concerns raised are summarised below:

- The dwelling would increase traffic generation and impact on traffic movements in an already congested cul-de-sac, which may have an impact on pedestrians and children.
- There would be a loss of on-street parking which would exacerbate parking demand in an already congested area, which would impact on access for emergency vehicles and obstruct existing driveways.
- Vehicles would have to reverse out of the site over neighbouring land in front of their garage.
- There are windows directly on the boundary which may cause an issue with people walking along the footway.

- Overlooking from windows would result in a loss privacy and impact on the enjoyment of amenity spaces.
- The proposal would result in an overdevelopment of the site and would have an adverse impact on the character and appearance of the that does not reflect the scale, massing and design that fails to integrate with the existing properties.
- Overbearing size of the property and its erection hard on the footway makes it oppressive.
- There would be noise and disturbance from construction and associated vehicles in the mornings and weekends.
- Construction vehicles and machinery would create air pollution, damage to the road surfaces and kerbs, block access to homes, compound parking issues and create safety risks for pedestrians.
- The development would have an impact on biodiversity, particularly nocturnal species and nesting birds as a result of the increased human activity, artificial lighting and construction noise.
- Ground stability and past coal mining activity is raised as a concern noting a recent culvert/sinkhole at Nant Morlais.
- There are concerns that the dwelling would be used as an Air BnB or short term holiday let which would impact on the parking and noise issues and the transient occupancy would impact on community cohesion
- The dwelling would have an impact on the existing views from neighbouring properties.
- The development would impact on the value of properties in the area.
- Some of the objectors note that they were not notified of the planning application and refer to previous applications that they were not made aware of.

POLICY CONTEXT

National Development Framework

Future Wales: the National Plan 2040 (February 2021) sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

National Planning Policies

Planning Policy Wales (Edition 12, February 2024)

Local Planning Policies

The following policies of the Merthyr Tydfil County Borough Council Replacement Local Development Plan 2016-2031 are relevant to the determination of this application:

- SW1 Provision of New Homes
- SW2 Provision of Affordable Housing

- SW3 Sustainably Distributing New Homes
- SW4 Settlement Boundaries
- SW9 Planning Obligations
- SW11 Sustainable Design and Placemaking
- SW12 Improving the Transport Network
- CW1 Historic Environment
- EnW1 Nature Conservation and Ecosystem Resilience
- EnW2 Internationally and Nationally Protected Sites and Species
- EnW3 Regionally Important Geological Sites, Sites of Importance for Nature Conservation, Local Nature Reserves and Priority Habitats and Species
- EnW4 Environmental Protection
- EcW9 District Heating

In addition, the application will be determined having regard to the advice contained within the following Supplementary Planning Guidance (SPG) Notes:

- Note 1, Affordable Housing.
- Note 2, Planning Obligations.
- Note 4, Sustainable Design.
- Note 5, Nature and Development.

PLANNING CONSIDERATIONS

Principle

The site is located within the settlement boundary and a well-established residential area. As such the principle of development is acceptable subject to its compliance with other relevant planning policies and material planning considerations.

Character and visual amenity

The site is located within a cul-de-sac comprising detached two storey dwellings of a fairly uniform size and general appearance. The proposal would introduce a bungalow within the side garden of the site and thus in a location where it would be readily visible from public vantage points and would form part of the streetscene. It is therefore important to consider the character of the surrounding dwellings and how the proposed bungalow would sit in the context of the streetscene and existing pattern of development. In this respect, it is acknowledged that in contrast to the existing dwellings within the cul-de-sac, the proposal would be a single storey bungalow. It is recognised that a two storey dwelling would be more in keeping with the scale of these properties and this option was initially explored by the applicant. However, it was not considered to be appropriate due to the potential impact it would have on residential amenity.

The proposed bungalow would be sited between 63 Brecon Rise and a row of garages which are single storey, replacing an existing high boundary wall, which runs along the edge of the highway and does not provide a positive contribute to the streetscene. The bungalow has been designed with a roof pitch that reflects the surrounding dwellings and the material finishes to the roof and elevations would match that of the

existing dwelling within the site. Thus, whilst the proposal would not completely replicate the appearance of the two storey dwellings, it has been designed to take into account some of the primary features, which helps the property to integrate with its surroundings and not appear out of place.

It is also highlighted that there are some notable differences between the design of the existing dwellings in the cul-de-sac, with variations in the scale and design of front annexes, a prominent side extension to 63 Brecon Rise and variations in material finishes. In addition, within the wider housing estate there are other housing designs visible including a bungalow directly opposite the junction into the cul-de-sac of the application site, which supports the scale of the development. It is recognised that objections have been received with respect to the design and scale of the bungalow and its impact on the appearance of the street and the character of the area. However, whilst noting that the dwelling would indeed differ from the properties in the cul-de-sac, on balance it is not considered that it would appear out of place or that it would harm the character and visual amenities of the area to an extent that would warrant the refusal of the application on such grounds. Indeed the proposed development is considered to be an improvement to the existing high boundary wall which is of a poor appearance. The development is therefore found to accord with Policy SW11 of the LDP.

Residential amenity

In regards to the potential impact on the residential amenity of neighbouring occupiers, it is noted that the bungalow would be bound by No. 63 Brecon Rise and the remainder of its curtilage to the south-east and by No. 65 and No. 66 Brecon Rise to the south-west, the houses of which occupy a lower ground level.

The main side elevation of the proposed bungalow would be 0.9m from the boundary with 63 Brecon Rise and this would be 4m in depth with a maximum height of 3.7m (to ridge). The rear annexe, which would have a height of 2.8m, would be setback a distance of 3.7m from the shared boundary. Having regard to this, it is not considered that the proposed bungalow would have an overbearing impact on the neighbouring rear garden or give rise to any harmful overshadowing or loss of light. Furthermore, whilst there would be glazed patio doors in the annexe which would face directly towards the common boundary, views from these would be suitably obscured by a typical boundary treatment.

The proposed bungalow would be adjacent to the rear garden boundary of 65 Brecon Rise. The main rear elevation, at the closest point, would be set back from this shared boundary by between 1.6m and 3.9m. The rear elevation of the annexe would be set back 1.1m from this shared boundary. Whilst it is recognised the bungalow would span across the whole of the rear boundary with elements that would be in close proximity, it is also noted that the dwelling would be relatively modest in size, with the main roof having an eaves height at the rear of 2.65m and the annexe having a height of 2.8m. Thus, on balance it is not considered that the arrangement would have an overbearing impact or that it would cause any significant overshadowing or loss of light. It is acknowledged that the boundary wall between the application site and 65 Brecon Rise is at a height that would allow views over it. However, the application site already forms part of a residential garden so there would be no change in terms of privacy.

The bungalow would feature a window in its main rear elevation which would look towards the rear boundary line but this would be over 3m back and serve a hallway (a non-habitable room). It would also be set at an angle to the windows in the rear elevation of 65 Brecon Rise separated by over 17m. The rear annexe would also feature a window in its side elevation which would only allow for angled views across a restricted part of the rear garden. Furthermore, all views could be obscured if the boundary treatment were increased to a standard height of 1.8m. Having regard to this, it is not considered that the development would give rise to an unacceptable level of overlooking or a loss of privacy greater than that which already exists from the garden, to such an extent that would warrant the refusal of the application on such grounds.

With respect to 66 Brecon Rise, only a small section of the bungalow's rear annexe would be adjacent to the common boundary line, with the main rear elevation of the dwelling being set back at least 5.5m. As such there would not be any overbearing impact, overshadowing or loss of light. There would be patio doors in the main rear elevation facing towards the boundary line and patio doors in the side elevation of the annexe which would be at an angle to the common boundary line. However, views from these would be obscured by the existing wall and boundary hedge and as such they would not lead to any harmful overlooking or loss of privacy to 66 Brecon Rise.

It is noted that there are also dwellings directly opposite the application site which are separated by the highway. Given the distance between these dwellings and the proposed bungalow and noting that they occupy a higher level, there would not be any harmful impacts to their residential amenities. Therefore, the impact of the development on the surrounding properties is deemed to be acceptable and the proposal would comply with Policy SW11 of the LDP.

Parking and highway safety

It would appear that the existing dwellings within this cul-de-sac each benefit from a parking space provided within the row of garages as you enter the cul-de-sac (to the west of the site) and on hard standings to the front of them. Nevertheless, it is acknowledged that on street parking may also be prevalent and would appear to be in limited supply. The proposal would introduce an additional two bedroom dwelling and would include a single off street parking space which would be accessed via the adjacent highway. Whilst a two bedroom dwelling would generally require two parking spaces, the Head of Engineering and Highways has assessed the proposal and indicated that despite the under provision of spaces, this would not have an adverse impact on highway safety. The parking space illustrated is also found to be of an acceptable size and is proposed to be laid with permeable paving. The scheme also includes the provision of two warrior cycle lockers and the site is situated in a sustainable location supported by public transport with two bus stops within walking distance (250m) of the site. The Head of Engineering and Highways has therefore not raised any highway safety concerns and is satisfied with the parking arrangement. Therefore, the proposal complies with the requirements of Policy Sw12 of the LDP.

Ecology

The application site forms part of a maintained residential garden which comprises a lawn and a patio. There is limited green infrastructure and the proposal would result in the loss of an area of grass and patio, along with the partial demolition of concrete block boundary walls. In line with Chapter 6 of Planning Policy Wales (edition 12) the application has been supported by a Green Infrastructure Statement and Biodiversity Enhancement Scheme. This has highlighted the minimal impact of the development in terms of Green Infrastructure, demonstrates how a net benefit to biodiversity would be achieved and outlines ecological enhancements. These include:

- A sparrow terrace on the east facing gable elevation of the bungalow;
- Two square meters of wild-flower planting;
- The planting of four new trees; and
- Additional planting including shrubs.

The Council's ecologist is generally satisfied with the information which has been submitted but has indicated that information has not been provided in respect to long-term management and its funding. However, given the domestic nature of the proposal, this would normally fall to the property owner to manage and as such this information is not considered necessary to determine the application. It has also been indicated that more detail is required in terms of the species proposed in the planting scheme, which can be adequately addressed through a landscaping condition. Accordingly, the ecological impact of the development is deemed to be acceptable and that the development would contribute to the wider green infrastructure objectives. The proposal would therefore comply with Policy EnW1 of the LDP.

Drainage

It is noted that a drainage plan has been submitted with the application, which indicates that surface water would be managed via two soakaways within the site. Dwr Cymru Welsh Water have been consulted on the application and they offered no objection in principle to the disposal of surface water into a Sustainable Drainage System, subject to consultation and agreement with the regulatory body or riparian owner of this system. However, they have highlighted that the site is crossed by a public Foul and Surface Water Sewer and were concerned that the development would be situated directly above the public assets, which has a protection zone measured 3 metres either side of the centreline of each sewer. Despite this concern they indicated that there appeared to be sufficient space and scope to divert the assets to enable the development to be positioned outside the protection zones. However, the developer would require an application under Section 185 of the Water Industry Act 1991. Accordingly, they raised a holding objection until a scheme had been technically approved for the diversion of the assets. This matter has now been addressed and following consultation on amended plans, which included drainage details, Dwr Cymru Welsh Water have not raised any objection to the development, subject to conditions relating to the above diversion scheme and surface water/land drainage.

Planning Contributions

Policy SW9 relates to planning obligations. Given that the proposal is for a single dwelling, onsite provision of affordable housing or open space, or a financial

contribution towards affordable housing, would not be sought. However, Community Infrastructure Levy (CIL) is chargeable in this part of the County Borough.

Representations

As summarised in the publicity section of this report, a number of concerns were raised which have been taken into consideration in the relevant sections above. The following additional comment are made:

- It is not considered that a modest two bedroom bungalow would result in a significant increase in traffic generation or greatly impact upon traffic movements within the cul-de-sac. The Head of Engineering and Highways has raised no highway safety concerns in respect of the proposed access or the impact on the development on the wider highway network.
- The Head of Engineering and Highways has not raised any concerns in respect of the proposed parking provision. Where indiscriminate parking may occur that restricts access for emergency vehicles or blocks private driveways, it is a not matter that can be resolved through the planning process.
- The proposed access serving the bungalow would not impinge on the ability for cars to park within the cul-de-sac on the bend in the road.
- It is acknowledged that the front elevation of the bungalow would adjoin the existing footpath forming part of the highway. The proposed windows on the front elevation would not cause any obstruction to pedestrians using the footpath. Such arrangement is commonplace across the County Borough.
- It is noted that concerns have also been raised that the dwelling would be overdevelopment and would not reflect the established form of the surrounding area. Whilst the site is relatively small, the proposed dwelling can be provided whilst also ensuring adequate external amenity space and parking for a vehicle. It is not considered that it would represent an over development. It is acknowledged that it would not follow the established form of the cul-de-sac itself, but it is not deemed to be overtly incongruous, particularly as there is a bungalow directly opposite the junction into the cul-de-sac.
- The development is a two bedroom residential property and as such it is not considered that it would give rise to a notable increase in activity or indeed noise and disturbance. There is particular concern that this would be an issue if the property were to be used as an Air BnB. The application does not indicate that the bungalow would be used for short term holiday lets. The applicant has confirmed that this is not their intention. Should there be any harmful noise and disturbance above that to be expect from a residential property, it would be a matter for Environmental Health.
- It is acknowledged that during construction works there would likely be an increase in activity, noise and disturbance. However, this would only be for a limited period of time and the working hours can be suitably controlled by condition to ensure that these do not occur at unsocial hours.
- It is not considered that the construction vehicles and machinery associated with the building of one dwelling would generate harmful air pollution or damage

road surfaces and kerbs. It is recognised that during the construction period there may be some impact on parking in the area with vehicles visiting the site. However, this would be a temporary situation and would not be sufficient grounds to refuse the application.

- In regard to ground stability and past coal mining activity, it is noted that the site does not fall within an area identified by the Mining Remediation Authority as being at risk from historic coal mining. As such, land stability has not been identified as a material concern with the development of the site.
- Concerns have been raised that some residents were not directly notified of the planning application and refer to previous applications that they were not made aware of. Letters were sent to all properties that directly adjoin the application site and those directly opposite. A site notice was also displayed within the vicinity of the site. This was in accordance with the statutory requirements. Given the level of response, it would appear that the publicity exercise was successful in notifying local residents.
- Concerns relating to the impact on or the loss of views is not a material planning consideration.
- The impact of the development on the value of properties in the area is not a material planning consideration.

Conclusion

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:

Drawing Title: Contextual Site Plan, Drawing Number: PL01 Rev. E, Received 13 February 2026

Drawing Title: Proposed Site Plan, Drawing Number: PL02 Rev. F, Received 13 February 2026

Drawing Title: Proposed Ground Floor Plan, Drawing Number: PL03 Rev. E, Received 13 February 2026

Drawing Title: Elevations - North & East, Drawing Number: PL05 Rev. F, Received 24 April 2026

Drawing Title: Elevations - South & West, Drawing Number: PL06 Rev. E, Received 13 February 2026

Drawing Title: Proposed Drainage Diversion Plan, Drawing Number: PL09 Rev. D, Received 13 February 2026

Drawing Title: Landscaping Plan, Drawing Number: PL10 Rev. B, Received 24 April 2026

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

3. **No development or site clearance shall take place** until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping. The scheme shall include details of the locations, numbers and species of all trees and planting. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the bungalow or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason - Future Wales and Planning Policy Wales (Edition 12, February 2024) requires all development to maintain and enhance biodiversity and to ensure that the new development will be visually attractive in the interests of amenity and to accord with Policies Enw1 and SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

4. **BEFORE** the dwelling hereby approved is brought into beneficial use, a sparrow terrace shall be provided in accordance with drawing number PL05 Rev. F and shall be retained in perpetuity thereafter.

Reason - Future Wales and Planning Policy Wales (Edition 12, February 2024) requires all development to maintain and enhance biodiversity and to accord with Policy EnW1 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

5. Demolition or construction works shall not take place outside the hours of 08:00 to 18:00 Mondays to Fridays and 09:00 to 14:00 on Saturdays and at no time on Sundays 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.

6. **BEFORE** the dwelling hereby approved is occupied the vehicular access and driveway/parking area shall be provided in accordance with drawing number PL01 Rev. E. and shall thereafter be kept available for the parking of vehicles in perpetuity.

Reason - In the interests of pedestrian and highway safety and to ensure that vehicles are parked off the highway in the interests of road safety in accordance with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

7. Prior to the occupation of the dwelling hereby approved a plan indicating the positions, height, design, materials and type of boundary treatment to be erected shall be submitted to and approved by the local planning authority. The boundary treatment shall be completed as approved before the dwelling is occupied.

Reason - To ensure that the new development will be visually attractive and boundaries protected in the interests of amenity in accordance with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

8. 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 and to accord with Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

9. No surface water shall discharge onto the adopted highway.

Reason - In the interests of highway safety in accordance with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

10. No development shall commence until a detailed scheme for the diversion of the public sewers crossing the site has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include, a detailed design of the proposed diversion, measures to safeguard the structural integrity of the public sewer and provisions to ensure continued access for maintenance and repair. The approved diversion scheme shall be fully implemented and completed prior to the commencement of any other development pursuant to this permission. The development shall thereafter be carried out in accordance with the approved diversion scheme, and the protection measures shall be retained for the lifetime of the development.

Reason - To ensure that the proposed development does not affect the integrity of the public sewerage system in the interests of public health and safety and to accord with Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

INFORMATIVES

1. The developer is advised to seek appropriate legal advice if the development to which this application refers involves either:-

- i) work on an existing wall shared with another property;
- ii) new building on the boundary with a neighbouring property;
- or
- iii) excavating near a neighbouring building.

as these works may fall within the scope of the Party Wall Act 1996 and may require statutory notices to be served on affected owners.

2. If a drop kerb is required, an application form to obtain permission for this aspect of the development can be obtained from the highways department;

Website : <https://www.merthyr.gov.uk/resident/parking-roads-and-travel/roads-footways-and-pavements/dropped-kerb/>

Email : Highways.CustomerCare@merthyr.gov.uk Tel no : 01685 727470 or 725000

3. The developers attention is drawn to the comments received during the application process from Dwr Cymru Welsh Water. These can be viewed on the Merthyr Tydfil County Borough Council website.