

DELEGATED REPORT

Application No:	P/26/0064
Site Address:	21 Shirley Drive Heolgerrig Merthyr Tydfil CF48 1SE
Development:	Side extension with rear dormer and other alterations
Case Officer:	Rebecca Owens
Application Expiry Date:	25th May 2026
Consultation reply date expired:	22nd April 2026

APPLICATION SITE

The application relates to a semi-detached dwelling located in a mainly residential area within the settlement boundary. It is bound by a highway to the front, other dwellings on either side and undeveloped land to the rear.

PROPOSED DEVELOPMENT

Full planning permission is sought for a side extension with rear dormer, the extension of the existing rear dormer and other alterations.

The proposed side extension would be at first floor level supported by posts, with the area below left open to allow access to an existing garage thus creating a car port type arrangement with living accommodation above. The extension would be set back from the main front elevation by 4.25m and would be 2.7m in width by 6m in depth. It would have an A-symmetrical roof with a ridge height of 6.05m which would feature a rear dormer. This would have a mono-pitched roof at the same height as the ridge of the extension, would be 2.3m in width and would project out to the eaves of the roof. It is also proposed to extend the existing dormer in the rear roof plane to project out to the eaves and lower its height so instead of being the same height as the ridge of the main roof, it would sit just below this by 0.36m. The external elevations of the extension and dormers would be finished with clay tiles to match the existing dormer tiles and the roofs would be covered with concrete tiles to match the existing roofs.

In addition to the above the plans indicate that a roof light would be inserted into the front plane of the main roof adjacent to the front dormer.

PLANNING HISTORY

The relevant planning history is summarised below:

P/04/01059 Modification/enlargement of dormer roof extensions, modification of front porch and replacement garage.
Granted planning permission subject to conditions on 5 May 2004

CONSULTATION

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

Head of Engineering and Highways No objection

Ecologist Requested a PRA and GIS

PUBLICITY

In accordance with the Town & Country Planning (Development Management Procedure) (Wales) Order 2012, letters were sent to neighbouring properties and a site notice was displayed within the vicinity of the site.

No letters of objection were received following this publicity exercise.

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:

- SW4 Settlement Boundaries
- SW11 Sustainable Design and Placemaking
- 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

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

- Note 4, Sustainable Design.
- Note 5, Nature and Development.
- Note 6, A Design Guide for Householder Development.

PLANNING CONSIDERATIONS

Principle

The application site is located within the settlement boundary and as such the principle of development is acceptable subject to other relevant policies and material planning considerations.

Character, visual amenity and historic assets

The site is located within a residential street made up of semi-detached dormer bungalows. These are symmetrical in appearance and there is a uniform design and pattern of development between properties. The proposal would introduce a first floor extension to the dwelling and it is recognised that in an attempt to make the extension appear subservient, it has been set back from the principal elevation with a lower ridge height to that of the main roof. However, the A-symmetrical roof design with the shorter roof plane facing towards the front of the site has resulted in a blank expanse of wall facing toward the front of the site that sits alongside the main roof. As such the extension would appear incongruous and out of character with the dwelling itself and the wider character of the area. In addition, the dormer proposed in its rear roof plane is considered to be excessively large. This would be almost the full width of the extension roof, at the same height as its ridge and project out to cover almost all of the roof plane. This would result in the rear extension roof being dominated by this feature.

The proposal also includes the extension of the existing rear dormer to increase its depth. At present the rear dormer is of the same proportions as the dormer on the adjoining property and as such the extension would create an imbalance in their appearance. However, given that it is located to the rear it is not considered that this would harm the overall character of the area. However, whilst there is no objection to this in principle to a larger rear dormer, the proposal would increase its depth to sit on the main rear elevation rather than setting it back from the eaves. This would result in a roof extension that appears more akin to a first floor extension and would appear excessive and dominant within the rear roof slope rather than representing a proportionate and subservient addition.

For the above reasons the development is considered to be of a poor design that would adversely impact on the character of the dwelling and the visual amenities of the wider area. This would be contrary to Policy SW11 of the LDP.

Residential amenity

Regard has also been had for the impact of the proposal on the residential amenities of the neighbouring occupants. In this respect it is noted that the dwelling that would be most impacted would be 23 Shirley Drive which adjoins the western boundary. The extension would be erected hard on the boundary with this property and as such there is potential for it to have an overbearing impact. However, as it would be alongside the driveway and flank elevation it is not considered that the impact would be significant. It is also recognised that there are windows in the eastern elevation of 23 Shirley Drive (one at first floor and another at ground floor) which due to the proximity of the extension would likely experience some loss of light but again it is not considered that this would be to a degree that would be deemed harmful. The extension would feature a rear dormer with a window that would look across the rear garden of 23 Shirley Drive. However, this type of

overlooking is commonplace from first floor windows to neighbouring gardens and as such would not warrant the refusal of the application on grounds of reduced privacy.

The larger rear dormer proposed to the rear roof would be located directly alongside the dormer of the adjoining dwelling known as 25 Shirley Drive and would project past this by approximately 1.8m. This would have some impact on the neighbour's windows. However, this would not be considered significantly harmful.

Having regard to the above and given that no objections have been received following the publicity exercise, the development is found to be acceptable in terms of its impact on residential amenity and thus in accord with Policy SW11 of the LDP.

Engineering and highway safety

The proposal has been designed with the ground floor below the extension remaining open to allow vehicular access along the driveway, in effect creating a car port below the first floor. It is noted that the existing driveway is already narrow being just 2.7m in width which is further reduced by the timber boundary enclosure that has been erected along the western boundary of the site and on the edge of the driveway. The introduction of the extension and associated supporting pillars would further narrow the driveway at this point to 2.45m and would make parking in this area more difficult and awkward. However, it is noted that there is ample space for three vehicles to park to the front of the dwelling. Thus the potential loss of the side driveway would not result in an under provision of parking or indeed impact upon highway safety. As such the Head of Engineering and Highways has not objected to the application.

Ecology

The planning department's ecologist has considered the scheme and has requested that a Preliminary Roost Assessment (PRA) for bats and nesting birds be provided. However, the roof of the property currently incorporates some living accommodation facilitated by the existing front and rear dormers and also appears to be in a good state of repair with relatively new upvc barge boards, soffits and fascias. As such it is considered that it is unlikely to be used by bats. It is also noted that extensive works can be undertaken to the roof of a dwelling without the need for planning permission including the complete replacement of the tiles. Having regard to the above, in this instance it is considered unreasonable and onerous to require a PRA to be undertaken. It is recognised that the closest record for a Common Pipistrelle bat is c.179m from the site and roosts for Lesser Horseshoe bat and Greater Horseshoe bat both c.1585m from the site and that the above does not negate the possibility of bats utilising the roof. However, it is considered that this can be suitably addressed through an informative highlighting the legal protection for bats and nesting birds.

Chapter 6 of Planning Policy Wales (edition 12) requests that applications be supported by Green Infrastructure Statements (GIS). In this instance, a GIS has not been provided. However, the development relates to a first floor extension above an existing tarmac driveway and an extension to an existing dormer in the rear roof plane. It is therefore clear that the proposal would not result in a loss of any significant green infrastructure and as such it is considered that a net benefit to biodiversity could be achieved. On this basis, the requirement for a GIS is deemed to be disproportionate and unreasonable. It is also recognised that the development has not proposed any ecological enhancement to satisfy the requirements of the Environment (Wales) Act 2016. It is considered that both net

benefit to biodiversity and suitable enhancements can be achieved through various measures such as the provision of bat, bird and insect boxes and planting and accordingly this could be addressed via a condition requesting the submission and approval of a scheme demonstrating net benefit for biodiversity and ecological enhancement. With the inclusion of this condition the development would contribute to green infrastructure objectives and comply with national policy requirements and LDP Policy EnW1.

Conclusion

In reaching the recommendation, the requirements of section 3 and 5 of the Wellbeing of Future Generations (Wales) Act 2015 have been taken into account. The recommendation is in accordance with the Act's sustainable development principle through its contribution towards the Welsh Minister's well-being objective of supporting safe, cohesive and resilient communities.

Having regard to the above considerations the following recommendation is made:

RECOMMENDATION: BE REFUSED for the following REASON:

1. The proposed development, by virtue of its poor and unsympathetic design and excessive proportions to the rear dormers, would represent an incongruous and visually harmful form of development that would have an unacceptable impact on the character of the dwelling and visual amenities of the area contrary to Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan 2016-2031.

RECOMMENDATION ENDORSED



Director of Neighbourhood Services

DATE: 18.05.2026