

DELEGATED REPORT

Application No:	P/25/0341
Site Address:	4 Clos Pencae Penyard Merthyr Tydfil CF47 0JH
Development:	Single storey rear extension, conversion of garage to residential accommodation and additional parking space at front of property
Case Officer:	Kate Glover
Site Visit:	21st January 2026
Application Expiry Date:	3rd March 2026
Consultation reply date expired:	11th February 2026

APPLICATION SITE

No. 4 Clos Pencae is a mid-terrace property within a larger residential estate. The dwelling has a front amenity area comprising a footpath leading from the adopted footway to the front door, a grassed area, and one off-road parking space located in front of the integral garage. To the rear, a single-storey lean-to extension which spans approximately three-quarters of the rear elevation.

External materials include rendered and brickwork elevations, uPVC windows and doors, concrete roof tiles and uPVC rainwater goods. The existing parking space is finished in a dark material.

The application site is located within the settlement boundary as defined in the Merthyr Tydfil Replacement Local Development Plan (LDP) 2016–2031.

PROPOSED DEVELOPMENT

This application seeks full planning permission convert the garage to additional living accommodation and replace the garage door with a window. A second parking space is also proposed and would be located to the side (southwest) of the existing pedestrian path. The proposed parking space would measure approximately 4.91m long and 2.45m wide and would be surfaced in permeable tarmac to match the colour of the existing parking space.

A single-storey flat-roof rear extension is also proposed. It would measure 1.71m in depth, with a maximum height of 2.49m with a mono-pitched roof. A section would be a flat roof in order to accommodate the bottom of a Juliet balcony above. The extension would be constructed between the existing rear projection and the boundary with No. 5 Clos

Pencae. External materials would match the dwelling, with a large glazed door and window on the rear elevation.

On the plans submitted in support of the proposal it is stated that windows and doors would be black/white uPVC.

Details of biodiversity enhancement have been provided and include a sparrow terrace would be located under the eaves on the northwest elevation, an area of wildflower planting and a bug hotel.

PLANNING HISTORY

The relevant planning history is summarised below:

- P/06/0077 Mixed use scheme of 39 acres to include residential and education uses
outline approval 16 Jun 2006
- P/06/0170 Residential development comprising 228 residential units
Full approval 23 Aug 2006
- P/08/0152 Construction of 54 residential units in lieu of the 48 units previously approved
at Plots 54 - 58, 76 - 87, 91 - 120 & 125
Full approval 13 May 2008

Condition 6 states:

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking and reenacting that Order) Article 3, Schedule 2, Part 1 Class A (no enlargements, improvements or other alterations) Class B (no addition or alteration to the roof), Class D (no erection or construction of a porch), Class E (no garages and enclosures), Class F (no hardstandings) to the dwelling house should be erected or provided without the prior submission of a planning application for the consideration of the Local Planning Authority .

Reason: Having regard to the restricted nature of the site and the need to assess the potential effect of any future development on the residential amenity of occupiers of neighbouring properties.

Condition 7 states:

The proposed private garages are to be used only for the storage of private motor vehicles. Notwithstanding the provisions of Article 3, Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development Order) 1995, the proposed garages shall not be converted to habitable accommodation without the expressed consent of the LPA.

Reason: To ensure that the LPA retains control over the future use of the site / buildings to protect residential amenity.

CONSULTATION

Head of Engineering and Highways: Object to the width of the combined parking being less than 6m and resultant impact on pedestrian safety and restricted movement onto the highway.

Due to the objection received this application was referred to the local Ward Councillors to inform them of the responses received in relation to this application. No request was made for the application to be presented to the Planning Committee. Therefore, the application is to be determined under delegated powers by the Director of Neighbourhood Services.

PUBLICITY

In accordance with the Town & Country Planning (Development Management Procedure) (Wales) Order 2012, letters were sent to adjoining 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) (Future Wales) 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) (PPW12).

Local Planning Policies

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

- SW4 Settlement Boundaries
- SW11 Sustainable Design and Placemaking
- EnW1 Nature Conservation and Ecosystem Resilience

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
- South Wales CSS Wales Parking Standards 2008

PLANNING CONSIDERATIONS

The issues to consider under the assessment of this application relate to the principle of development, visual impact, impact upon the residential amenity of neighbours, highway and pedestrian safety and ecology.

Principle of Development

The proposal would provide a parking area to serve an existing dwelling which is located within the settlement boundary and, therefore, the principle of development is acceptable and meets with the requirements of LDP Policy SW4.

Visual Impact

The front amenity areas of the dwellings are mainly a combination of hardstanding for parking spaces and paths to the property's front doors and, as such, the loss of the grassed amenity area for an area of hardstanding would not be significantly detrimental to character and appearance of the dwelling or the wider street scene.

The proposed method employed in blocking up the existing garage door and the insertion of a three-pane casement window is noted. Although two-pane casements are used on the application property, it is noted that the three-pane style is found in properties close by and at ground floor level. As such the proposal is acceptable in terms of the appearance of the dwelling and the wider setting. It is considered that any planning permission includes a condition to ensure that the colour of the window frames match those on the principal elevation of the existing dwelling.

The proposed rear extension is modest in size and scale, and the proposed materials would not be out of character with the dwelling or its neighbouring properties.

The proposed development would therefore comply with LDP Policy SW11.

Residential Amenity

Turning to matters of residential amenities in relation to overbearing, loss of light, loss of privacy and disturbance caused by vehicle movements and headlights shining into windows. No's 5 and 6 are the dwellings that are directly adjacent to the application site and may be most affected by the proposal.

The additional parking space would sit adjacent to No. 5's principal elevation (front door and garage). Given this arrangement, the development would not significantly increase disturbance or cause unacceptable light spill from headlights. There would also be no significant change for No. 6, and replacing the garage door with a window would not materially worsen existing conditions.

Turning to the rear extension and No. 5, the proposed flat roofed extension would be constructed hard on the shared boundary and project approximately 1.71m with a total 2.02m. Given the scale and design of the extension, the proposal would have minimal impact on No. 5 and would not result in significant loss of light or an overbearing form of development. In respect of overlooking, there would be no windows in the elevation which is adjacent to the boundary. The proposed extension would be hidden from No.4 by the

existing single storey extension and therefore, there are no concerns in relation to potential impact on this property.

It is also noted that no objections have been received in respect of the planning application.

Accordingly, the proposed development would therefore comply with LDP Policy SW11.

Highway and Pedestrian Safety

The Head of Engineering and Highways has objected to the proposal with the main concerns being that the proposed driveway is too narrow for two side-by-side parking spaces, and it would not allow safe pedestrian movement or manoeuvring of vehicles given existing on-street parking. They state that the driveway must be no less than 6 m in width and this width could not be reached within the application site. Finally, the Head of Engineering and Highways acknowledges the existing garage cannot count as parking, so the proposal does not reduce parking provision.

The highway response relies on a requirement for a 6 m-wide double driveway, but this figure does not appear in any adopted Council documents or other documents such as South Wales CSS Wales parking standards. The recognised minimum size for a standard parking space is 2.4 m × 4.8 m, as set out in the Wales Parking Standards 2008 which are used by the Planning Division.

The objection raises impact on pedestrian movement and manoeuvring concerns, but parking guidance requires only buffers beside structures, not between parked cars, and no minimum pedestrian clearance is specified in the standards. The proposed parking spaces meet these accepted dimensions, and there are no existing or proposed structures between or adjacent to the parking spaces, and therefore no policy basis for claiming the driveway is too narrow. It is also noted that the highway that serves the application property and its neighbours, is relatively narrow and on-street parking cannot take place on both sides of the road. During the site visit it was noted that cars are being parked partially on the pavement and this is impeding the footway.

The policy and guidance within the Standards could be given more limited weight by evidence which substantiates the Head of Engineering and Highways assertion that the safety of pedestrians would be impeded by parked vehicles overhanging on to the adopted footway and the matter would be addressed by a parking space that must be at least 6m in length. No evidence has been provided and therefore the proposal meets with the requirements of LDP Policy SW11 and the standards set out in the adopted South Wales CSS Wales Parking Standards 2008. As such, the proposed development would therefore comply with LDP Policy SW11.

The Council's adopted CSS Wales Parking Standards 2008 form the basis for parking considerations for the LPA in Merthyr Tydfil. Those standards set the accepted minimum dimensions for standard residential spaces, which the proposal satisfies, and they do not introduce a blanket 6 m requirement for on-plot bays. The additional parking space would alleviate on-street parking provision and would prevent cars from parking on the pavement which would be to the benefit of pedestrians. In the absence of any local SPG or other adopted guidance to the contrary, and with no technical evidence that the approved-size spaces would harm pedestrian safety by causing footway obstruction, the 6 m recommendation is given limited weight.

Having regard to the width and length of the proposed parking spaces, and the objective of maintaining safe, unobstructed pedestrian routes, the proposal complies with LDP Policy SW11 and the adopted CSS Wales Parking Standards 2008.

Ecology

The Planning Ecologist has not objected to the proposal. In relation to ecology, local planning authorities seek to ensure that green infrastructure is protected, enhanced and the effects of climate change mitigated. The proposal raises no significant concerns in this regard given the loss of amenity grass land would result in minimal impact upon green infrastructure or biodiversity interests and would not have any significant impact upon climate change.

As noted in chapter 6 of Planning Policy Wales (edition 12), applications should be supported by Green Infrastructure Statements (GIS). Given the nature of development, this would not be deemed a reasonable requirement in this instance. Notwithstanding this, the ecological enhancements can be controlled by condition, thus providing additional habitats in the local area, and therefore contribute to the wider green infrastructure objectives.

As such, the proposal meets with the requirements of LDP Policy EnW1.

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 plan:

Drawing Title: Proposed Plans, Elevations and Sections, Drawing No. Pencae 4 FP 01, Received on 23 December 2025.

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

3. The materials and colours to be used in the construction of the external rendered surface and window of the garage conversion shall match those used on the principal elevation of the existing dwelling.

Reason - To ensure that the external appearance of the proposed development will be in keeping with the character of the area and adjoining buildings in the interests of visual amenity and to accord with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Development Plan (2016-2031).

4. **Prior to the development hereby approved coming into beneficial use** the sparrow terrace and bug hotel shall be provided in accordance with approved plan Drawing Title: Proposed Plans, Elevations and Sections, Drawing No. Pencae 4 FP 01. The sparrow terrace and bug hotel shall be maintained as such in perpetuity.

Reason - In the interest of biodiversity in accordance with the requirements of Planning Policy Wales 12, The Environment Wales Act and Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Development Plan (2016-2031).

5. **In the first planting season (March to May) after the development hereby approved coming into beneficial use**, the wildflower planting shall be provided in accordance with approved plan Drawing Title: Proposed Plans, Elevations and Sections, Drawing No. Pencae 4 FP 01. The scheme of planting shall be maintained as such in perpetuity.

Reason - In the interest of biodiversity in accordance with the requirements of Planning Policy Wales 12, The Environment Wales Act and Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Development Plan (2016-2031).

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: 27.02.2026