

DELEGATED REPORT

Application No:	P/25/0240
Site Address:	13 Tyntaldwyn Road Troedyrhiw Merthyr Tydfil CF48 4NG
Development:	Two storey rear extension and creation of parking area to the front with associated re-profiling and retaining works
Case Officer:	Marlene Ferreira
Site Visit:	18th September 2025
Application Expiry Date:	30th October 2025
Consultation reply date expired:	10th October 2025

APPLICATION SITE

The application site relates to a mid-terraced dwelling located off Tyntaldwyn Road in the area of Troedyrhiw. The property is a modest two storey dwelling elevated off the front highway, which features a stone facade, timber windows and slate roof tiles. It lies in a row with 3 other terraced properties, of a similar appearance and scale, all of which, including the application site, have been extended by means of single and/or two-storey rear or side extensions. The application property, like others along this row, is served by a very long rear garden area, measuring over 50 metres in length, which appears to abut an adopted footway that runs along the back of these gardens and connects Cardiff Road with Chapel Street. The application dwelling is not served by on-site parking, however, on-street parking is available along the highway at the front of the property.

PROPOSED DEVELOPMENT

This application seeks planning permission to demolish the existing single storey rear extensions and construct a two-storey rear extension. A parking area/driveway is also proposed to the front of the dwelling.

The existing utility room and WC extensions would be removed and a two-storey extension, measuring 5.1m wide, 3m in deep with a 6.75m ridge height would be constructed. It would provide an enlarged kitchen/dining area at ground floor and a larger second bedroom at first floor. It would be finished with rendered elevations, timber windows and a slate roof.

The existing front garden, which is elevated above the highway, would be excavated and a parking area/driveway, measuring 3.9m in width and between 6 and 6.5m in length, would be constructed. The parking area/driveway would be sloping down from the south to the north and a low wall (just under 1m in height) would be constructed to retain the remainder of the elevated front garden/patio. This front elevated garden/patio would be enclosed by a 1m high balustrade/fence. The existing pedestrian access steps to the west, would be widened to approximately 1.5m. The alterations to the front of the property seek to provide an adequate on-site parking area with electrical charging point and an improved pedestrian access into the property.

PLANNING HISTORY

The following planning history is relevant to this site:

P/06/0156 – Erection of single storey and two storey rear extension – Refused: 11th May 2006

Reason for refusal: *The proposed extension is considered unacceptable having regard to its flat roof design which is contrary to the Local Planning Authority's approved "Design guidelines for Extensions and/or alterations of terraced residential properties built prior to 1945". The scale of the proposal would cause unacceptable harm to the character of the property and the visual amenity of the terrace of which it would be part.*

CONSULTATION

Head of Engineering and Highways	No objection.
Rights of Way Officer	No response.

PUBLICITY

In accordance with the Town and Country Planning (Development Management Procedure) Order (Wales) 2012, letters were sent to adjoining occupiers. One letter of objection has been received as a result of this publicity exercise. The concerns raised in the letter have been summarised below:

- The scale and position of the extension would overshadow and reduce natural light into our property, which would impact negatively on our quality of life.
- The size/massing of the extension would be disproportionate with other developments in the area. It would be overbearing and detract from the character of the neighbourhood and cause a poorer outlook, increasing the sense of enclosure when viewed from our property.
- The proposed development would obstruct an existing right of way, resulting in an inconvenience to residents and raising legal and safety concerns in respect of access rights.

Members were consulted in respect of the objection received, however, they have not requested that the application be considered at Planning Committee. As such, the

application will progress to be determined under delegated powers by the Director of Neighbourhood Services.

POLICY CONTEXT

National Development Framework

- Future Wales: The National Plan 2040 (February 2021)

National Planning Policies

- Planning Policy Wales (Edition 12, February 2024)

Local Planning Policies

- Merthyr Tydfil Replacement local Development Plan 2016-2031

Policy SW4 – Settlement Boundaries

Policy SW11 – Sustainable Design and Placemaking

Policy EnW1 – Nature Conservation and Ecosystem Resilience

Supplementary Planning Guidance (SPG)

SPG Note No. 6 – A Design Guide for Householder Development (September 2015)

PLANNING CONSIDERATIONS

The issues to consider under the assessment of this application relate to whether the proposed two storey rear extension and front driveway, in terms of their siting, design and scale, would be an acceptable form of development with regards to their impact upon the character and appearance of the property and the street scene. The impact upon residential amenity, ecology and highway safety are also important considerations.

Character and Appearance

The proposed two storey extension would be sited to the rear of the dwelling. As such, it would not be viewed from the dwelling's primary frontage and would therefore not disturb the character and appearance of the terraced street scene. Whilst the extension would project to almost the full width of the rear elevation, it would be set in approximately 0.4m either side and would be set down approximately 0.9m from the ridge height of the original dwelling. In addition, it would be finished in appropriate matching materials, including rendered elevations, slate roof tiles and timber windows (which would match the existing windows at the front of the dwelling). As such, its scale, appearance and design would appear proportionate and sympathetic to the character and appearance of the dwelling and the rear street scene. Indeed, the proposed extension would be viewed alongside other two-storey and single storey extensions which have been constructed to the rear of these neighbouring properties. Thus, it would appear in context with the surrounding built environment.

The proposed alterations to the front garden area would undoubtedly result in a prominent alteration to the property. However, the proposed parking area/driveway in terms of its

layout, size and finishes would appear appropriate. It would provide a useable space for one vehicle which would not be significantly sloping and would comprise a low front retaining wall to secure the elevated remaining front garden/patio area, which would be finished in render. Thus, provided details of the proposed parking/driveway surface and the balustrade/fence are provided prior to the works being carried, which could be secured by a suitably worded condition, the proposed works to the front of the property would also be considered acceptable. Indeed, this nature of development reflects other front parking/driveway areas which have already been provided along this street. Thus, the proposed development would amount to a sympathetic form of development in this setting.

The proposed development would therefore not be considered to detract from the character or appearance of the existing dwelling or the wider area and would accord with LDP Policy SW11.

Residential Amenity

The proposed rear extension would be sited adjacent to the dividing boundary with 14 Tyntaldwyn Road to the east, and 12 Tyntaldwyn Road to the west, and these are the neighbouring properties most likely to be impacted by this proposal. Due to the nature of development to the front of the property to provide a proposed parking area/driveway, this would not be considered to have any adverse impact upon these nearby occupiers.

It is noted that the two-storey extension would project 3m from the rear of the property and would be sited approximately 0.4m from the dividing boundaries either side. This combined with its 6.75m ridge height and 5m eaves height, which would comprise a roof design sloping away from the neighbouring properties, would ensure that the proposal does not give rise to any significant overbearing impact upon these adjoining occupiers either side, particularly since, 12 Tyntaldwyn Road is already served by a two-storey rear extension and 14 Tyntaldwyn Road is already served by a single storey rear extension.

Furthermore, these properties, including the application property, are served by exceedingly long rear gardens and provide a sense of openness, even where properties have been extended to the rear, which significantly diminishes any sense of enclosure which could otherwise be experienced within a smaller garden area.

Whilst it is noted that the extension would not be served by any side facing windows and would therefore prevent any direct overlooking into the rear gardens of neighbours and safeguard their privacy, some loss of light would result to the rear windows of 14 Tyntaldwyn Road. However, any loss of light impact would be minimal, particularly since the garden areas serving these properties are south facing and therefore benefit from maximised sunlight for most of the day. Furthermore, similar relationships are already prevalent amongst other properties in the street. Thus, the proposed two storey extension would be considered to have an acceptable relationship with these adjoining properties and as such, would accord with LDP Policy SW11.

Ecology

The proposed development was considered by the Council's Ecologist and it was requested that a Preliminary Roost Assessment (PRA) for bats and nesting birds be submitted in support of the application. Given that the works are proposed on a residential property, where many developments can be undertaken without planning permission, the request for a PRA would be considered unreasonable in this instance. However, it is noted

that a bird and bat box would be provided, as indicated on the proposed plans. These enhancement works would be in line with the Environment (Wales Act 2016) and Welsh Government Circular 'Securing Biodiversity Enhancements' and would therefore be welcomed.

It is also noted, under chapter 6 of Planning Policy Wales (edition 12) that applications should be supported by Green Infrastructure Statements (GIS). However, due to the scale and nature of the development, the submission of a GIS would be deemed disproportionate and unreasonable. Notwithstanding this, ecological enhancements would be provided (as mentioned above) which would contribute to the wider green infrastructure objectives. Thus, the proposed development would therefore be considered acceptable and accord with LDP Policy EnW1.

Parking and Highway Safety

The proposed developments, as noted previously, includes the provision of a parking/driveway to the front of the property. It should be noted that the bedrooms at the property are not increasing as a result of the rear extension, and therefore the parking requirements for the property would not change as a result of this proposal. However, the applicant seeks an on-site parking area to allow for electrical car charging. The Head of Engineering and Highways has considered the amended plans in respect of the proposed parking/driveway and have not raised any concerns with it's layout or depth. The proposed development is therefore considered acceptable and would accord with LDP Policy SW11.

Responses to Representations

The planning concerns raised in the letters of objections have been addressed in the relevant sections above. In respect of other concerns raised, these have been addressed below:

There does not appear to be a public right away running along the rear of these properties. The areas to the rear of the application dwelling and other properties appear to be laid out as private gardens only. Whilst it is noted that there are doors which provide access from one garden to another, these do not appear to be in use and may relate to a private right of way which may have been historically used or even an access historically provided by requirement of a covenant. Indeed, one of the access doors leading from the rear garden of 13 Tyntaldwyn to the rear garden of 12 Tyntaldwyn has been blocked by the construction of a rear extension at the latter property. It is therefore evident that the suggested right of way has not been used for some time.

It should also be noted that the Rights of Way Officer were consulted and no comments have been provided.

Whilst the comments of the objector have been noted, this appears to be a matter which cannot be controlled by the planning process. Indeed, a single storey rear extension, which does not exceed 4m in depth, could be constructed to the rear of the property at any time without planning permission. This matter would therefore not warrant the refusal of the application.

CONCLUSION

The development, due to the reasons discussed above, is therefore considered acceptable and would comply with the relevant policies and guidance.

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:

- TR 02 Existing and proposed front wall and sections, received: 23rd September 2025;
- TR 03 Proposed plans and Elevations, received: 23rd September 2025;
- TR 05 Proposed site, received: 23rd September 2025;
- TR 06 Existing and proposed parking, received: 23rd September 2025.

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

3. Prior to the construction of the proposed parking area/driveway, the materials to be used in the construction of the external surfaces of the parking area/driveway shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

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 Local Development Plan.

4. Prior to the construction of the parking area/driveway 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 use of the parking/driveway area.

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.

5. The proposed parking/driveway area hereby approved shall be laid at a gradient not steeper than 12.5% (1 in 8) and shall be retained thereafter in perpetuity.

Reason - In the interest of highway safety in accordance with Policy SW11 of the Merthyr Tydfil Replacement Local Development Plan.

6. **No development shall take place** until details, including structural calculations and facing materials, of any retaining wall which exceeds 1 metre in height have been submitted to and approved in writing by the Local Planning Authority. The walls shall be completed in accordance with the approved details before the development hereby approved is brought into beneficial use.

Reason - In the interest of safety and visual amenity in accordance with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan .

7. Prior to the beneficial use of the two-storey extension and front parking/driveway area hereby approved, the enhancement measures proposed, as annotated in the submitted plans (TR 03 Proposed Plans and Elevations, received: 23rd September 2025), shall be implemented and shall be retained thereafter in perpetuity.

Reason - To protect the natural environment and important habitat in accordance with Policy EnW1 of the Merthyr Tydfil Replacement Local Development Plan.

8. No surface water from any increase in the roof area of the building and/or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system.

Reason - To ensure adequate disposal of surface water drainage in accordance with LDP Policy EnW4 of the Merthyr Tydfil Replacement Local Development Plan.

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.

3. 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

RECOMMENDATION ENDORSED *G. Davies*

PP. Director of Neighbourhood Services

DATE: 27th October 2025