

DELEGATED REPORT

Application No:	P/25/0012
Site Address:	47 Pontycapel Road Cefn Coed Merthyr Tydfil CF48 2RD
Development:	Proposed front extension, erection of car port, change of use of garage to habitable room and external alterations
Case Officer:	Rebecca Owens
Site Visit:	29th January 2025
Application Expiry Date:	11th March 2025
Consultation reply date expired:	19th February 2025

APPLICATION SITE

The application relates to a detached dwelling located within the settlement boundary. The site is bound by a highway, school and other dwellings.

PROPOSED DEVELOPMENT

Full planning permission is sought for a proposed front extension, the erection of car port, the change of use of the existing garage to a habitable room and other external alterations.

The proposed front extension would sit between the projecting elevations of a single storey annexe on one side of the dwelling and a garage on the other side of the dwelling. It would be 13.22m in width spanning the entire main front elevation of the dwelling and would be 1.8m in depth. It would have a flat roof (3m high) and would feature a large glazed window and bi-folding door in its front elevation. The external walls of the extension would be finished with grey millboard cladding and the roof would be covered with a grey EDPM roof.

It is proposed to convert the existing garage into a study. This would involve the removal of the existing garage door and its replacement with a new window. Below this would be filled in and finished with grey millboard cladding.

Alongside the existing garage it is proposed to erect a new car port this would be 4m in width by 6.85m in depth with a flat roof 3m in height. It would have an opening at the front and the external elevations would be finished with grey millboard cladding.

Other external alterations include the insertion of a larger first floor window in the front elevation.

PLANNING HISTORY

There is no recent planning history which needs to be considered when determining this application.

CONSULTATION

No consultation exercise was considered necessary in this instance.

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

Policy SW11: Sustainable design and place making of the Merthyr Tydfil County Borough Council Replacement Local Development Plan 2016-2031 is relevant to the determination of this planning application. Furthermore, the application will be determined having regard to the advice contained within Supplementary Planning Guidance Note 6, A Design Guide for Householder Development.

PLANNING CONSIDERATIONS

The application site is located on a section of Pontycapel Road where there is a mixture of housing of varying designs, materials and scale. As such there is no consistency in the character of the properties and the application dwelling is unique within the setting. It is recognised that the proposal would introduce a flat roofed front extension and flat roofed car port, both of which would be visible within the front street scene. Usually front extensions are resisted due to their prominence and greater impact on the appearance of a dwelling. However, in this case, the extension would sit neatly between two front projecting sections of the property and despite featuring a flat roof, it is considered that it would not represent an incongruous addition given the design of the property and its

setting. Similarly, no concerns are raised with respect to the visual impact of the proposed car port which would represent a modest addition to the side of the property. It is also noted that the dwelling is currently finished with a mixture of stone and render and that the proposed extensions and alterations to the garage would be finished with grey millboard cladding. It is recognised that this would introduce a new material to the existing palette of finishes, however, again having regard to the character of the property and the eclectic mix of those in the immediate vicinity it is not considered that this would be visually harmful to the property itself or the area in general. Thus having regard to the context of the site the proposal is found to be of an acceptable design and scale which would not harm the character and visual amenities of the dwelling itself or indeed the wider streetscene and as such would comply with Policy SW11 of the LDP.

Regard has also been had for the impact of the proposal on the residential amenities of the neighbouring occupants. The application site is bound by two dwellings, one to the north west and the other adjoining a small section of the rear boundary. The remainder of the rear boundary is bound by a school. As the proposed front extension would sit between two existing front projections, it would have no impact on any of the adjoining properties. In addition, the front glazed windows and doors would be at ground floor level and a sufficient distance from the flats opposite (which are to be demolished and redeveloped) to avoid any harmful overlooking or loss of privacy. This also applies to the new window proposed in the front elevation of the converted garage. The proposed car port would be erected off the south eastern elevation and would be hard on the rear boundary which is shared with the school. The proposed car port is of a modest size and just 3m in height, however it is noted that the school occupies a lower level and thus the car port would be higher from their ground level. Notwithstanding this, the section of the school adjacent to the application site is a service yard/car park and as such it is not considered that the car port would have any significant impact. Having regard to the above and noting that no objections were received following the publicity exercise the proposal is found to be acceptable in terms of its impact on residential amenity and the amenity of the school and thus would be in accord with Policy SW11 of the LDP.

It is recognised that the proposed conversion of the garage would result in the loss of a parking space. However, this would be replaced within the proposed car port. In addition, there is space within the front garden for an additional vehicle. As such, there would be sufficient off street parking to meet the needs of the property and thus no objections are raised with respect to highway safety.

It is recognised that chapter 6 of Planning Policy Wales (edition 12) requests that applications be supported by Green Infrastructure Statements (GIS). In this instance, due to the scale and nature of the development, the submission of a GIS is deemed to be disproportionate and unreasonable. Notwithstanding this, ecological enhancement would be sought and secured by condition, which would contribute to the wider green infrastructure objectives. The proposed development would therefore comply with LDP Policy EnW1.

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:

Proposed elevations, floor plans and site plan, Drawing Number: PONTYCAPEL 47 FP 01, Received 14 January 2025.

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

3. **BEFORE WORKS COMMENCE ON SITE** a scheme for biodiversity enhancement, including a timescale for implementation, shall be submitted to and agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details and 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 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.

RECOMMENDATION ENDORSED



Director of Neighbourhood Services

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DATE: 07.03.2025