

OFFICER REPORT

Application Number: P2026/0456

Site Address: 76 Albion Road Baglan SA12 8DB

Proposal: Proposed two storey side extension, replacement single storey rear extension and raised steps

Applicant: Bethan Short

Agent: Peter Jones

Ward: Baglan

Application Type: Full Plans

Valid Date: 13th July 2026

Statutory Expiry Date: 6th September 2026

Ext. of Time / PPA date: 5th October 2026

Publicity Expiry Date: 9th September 2026

RECOMMENDATION - Approved

SITE AND CONTEXT

The application site is located at 76 Albion Road, Baglan comprising of a semi-detached two-storey dwellinghouse. The site is bound by residential dwellings to the north and west whilst the unclassified 'Albion Road' is located to the south. The site has off street parking to the front, with private garden space to the eastern side, front and rear. There is also an outbuilding on the application site situated to the eastern side of the garden. The site is set across different levels with steps leading to a slightly lower level at the rear boundary.

DESCRIPTION OF DEVELOPMENT

This application seeks full planning permission for a replacement single storey rear extension and two-storey side extension to create a wraparound connecting at the rear.

The single storey extension projects 4m from the existing rear elevation and a length of 4.71m. It proposes a flat roof with an eaves height of 3.18m and a maximum height of 3.64m including the roof lantern. It will also feature 6 bifold doors on the rear elevation.

The proposed two-storey side extension projects 3.5m from the existing side elevation of the dwellinghouse at the front and 3.81m from the side elevation of the proposed single-storey rear extension, resulting in an overall width of 8.4m across the rear of the property. The development would measure 10.45m in length and incorporate a hipped roof design to the front and gable end at the rear. Due to the changes in ground levels across the site, the ridge heights vary between the front and rear elevations. At the front, the roof would have an eaves height of 5.19m and a maximum ridge height of 7.54m, while the rear would have an eaves height of 5.6m and a maximum ridge height of 7.16m. The proposed development is set back a metre from the principal elevation and at ground-floor level would feature a window within the front elevation and a window within the eastern side elevation. At first-floor level, it would feature a window within the front elevation and two windows within the eastern side elevation.

The proposal also includes the formation of steps, 0.45m above the existing garden level, attached to the rear elevation.

In addition, the proposal also includes widening of the driveway access and extending the existing dropped kerb, and as this would face onto an unclassified road it will not require planning permission.

NEGOTIATIONS

The initial design raised concerns of overlooking and a lack of privacy to private amenity space to the neighbouring property to the north, and amended plans were subsequently submitted by the agent after validation.

PLANNING HISTORY

The application site has no relevant planning history.

CONSULTATIONS

Ward members were notified on the 24th of July 2026.

Biodiversity was consulted on the 24th of July and 17th of August 2026 – no objection subject to the condition that all biodiversity enhancements shall be implemented in accordance with the details within the submitted Green Infrastructure Statement.

The Highways Authority were consulted on the 24th of July and 17th of August 2026 – no objection subject to conditions.

REPRESENTATIONS

The neighbouring properties were consulted via letter on the 27th of July and 18th and 26th of August 2026.

In response, to date, no representations have been received.

REPORT

National Planning Policy:

[Future Wales: The National Plan 2040](#) is the national development framework, setting the direction for development in Wales to 2040. The development plan 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 wellbeing of our communities.

The following policies are of particular relevance to the assessment of this application:

Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking
Policy 9 - Resilient Ecological Networks and Green Infrastructure

[Planning Policy Wales \(Edition 12, February 2024\)](#)

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places

PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. It encourages a wider, sustainable and problem solving outlook which focuses on integrating and addressing multiple issues rather than on an approach which is

fragmented, un-coordinated and deals with issues in isolation. It provides an opportunity to remove any actual or perceived problems in current approaches and stimulate and support innovative and creative ideas as well as high standards of evidence and assessment to underpin the preparation of development plans and strategies and individual proposals. Monitoring and learning from development outcomes so as to drive sustainable improvements in planning practice is also important.

6.2.12 A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15) has been applied.

PPW12 is supported by a series of more detailed [Technical Advice Notes](#) (TANs), of which the following are of relevance: -

- Technical Advice Note (TAN) 12: Design

Local Planning Policies

The Local Development Plan for the area comprises the [Neath Port Talbot Local Development Plan](#) which was adopted in January 2016, and within which the following policies are of relevance:

- **Policy BE1** Design
- **Policy TR2** Design and Access of New Development
- **Policy EN6** Important Biodiversity and Geodiversity Sites
- **Policy EN7** Important Natural Features

Supplementary Planning Guidance:

The following SPG is of relevance to this application: -

- [Parking Standards](#) (October 2016)
- [Design](#) (July 2017)

Issues

Having regard to the above, the main issues to consider in this application relate to the impact on the visual amenity of the area, the amenities of neighbouring residents and highway safety.

Impact on Visual Amenity

Regarding visual amenity, the siting of the extension to the rear and the side of the application property dictates that it would be seen from a public vantage point. Due to its 1m setback from the principal elevation of the main dwellinghouse, in accordance with the guidance contained within the Council's Supplementary Planning Guidance, the development would appear secondary to the host property. It is noted that the curvature of the road would increase its prominence within the street scene, although existing vegetation softens this impact. A condition will be attached to any given consent requiring the materials used within the proposed development to match those used within the existing dwellinghouse. This will ensure a sense of continuity is achieved between the existing and proposed elements. As such, the development is not considered to detract from the character and appearance of the area.

Provided that the condition is adhered to, it is considered that the proposal would comply with Policy BE1 of the Neath Port Talbot Adopted Local Development Plan and the adopted Supplementary Planning Guidance on design, incorporating the householder extension design guide.

Impact on Residential Amenity

Given the site's corner plot position and configuration, the application property adjoins no.74 Albion Road to the west and no.78 Albion Road to the north, with the public highway and neighbouring residential properties situated to the east and south. The proposed two-storey side extension will be visible due to its scale and orientation. Given the site's context and location, the separation distances between the proposed first-floor windows and neighbouring habitable windows have been assessed against the Council's SPG to determine whether the proposal would result in unacceptable overlooking or loss of privacy.

Following validation, it was advised that the first-floor rear window be relocated to the side elevation, as its originally proposed position would not have achieved an adequate separation distance from the northern boundary with no. 78 Albion Road. This would have resulted in overlooking and privacy concerns for the neighbouring private amenity space. The amended window position would overlook the public highway and be approximately 20m from the nearest habitable window at no. 89 Albion Road and approximately 19m from no. 87 Albion Road. These distances exceed the

recommended separation distances of 16m for windows set at an angle of approximately 70 degrees and 9m for windows positioned at angles of approximately 80 and 40 degrees. Therefore, the proposed development would not result in unacceptable overlooking or a harmful loss of privacy.

The proposal also includes a second first-floor bathroom window in the side elevation. Given the separation distance of approximately 19m to the nearest habitable window at no.89, the proposed window would result in overlooking and a loss of privacy as the separation distance of 21m would typically be required between windows positioned at an angle of approximately 80 and 70 degrees. To mitigate this impact, a condition will be imposed requiring the proposed first-floor side-facing window to be fitted with obscure glazing and retained as such thereafter, so that the proposal will not give rise to any loss of privacy.

In relation to the proposed first-floor front-facing window, it would be positioned approximately 17m from the nearest habitable window at no. 85 Albion Road. When assessed against the Council's guidance for windows set at angles of approximately 80 and 40 degrees, this exceeds the recommended separation distance of 9m. Similarly, the distance was also assessed with the first-floor habitable window at no. 85 and at a separation distance of approximately 19m and angles of 60 and 70 degrees, exceeds the recommended distance of 12m. The window was further assessed against the nearest habitable window at no. 83 Albion Road, where a separation distance of approximately 20.5m is achieved at an angle of around 80 degrees. Whilst the proposal falls marginally short of the recommended 21m separation distance, it is noted that the window would be front-facing and overlook the public highway. Having regard to the slight difference in site levels and the existing habitable windows within the elevation, it is considered that the proposal would not result in any materially greater opportunity for overlooking than that which currently exists.

Additionally, the proposed patio doors on the rear elevation, together with the side and front-facing ground floor windows would overlook the applicant's private garden and the public highway. As such, it is not considered that the proposal would result in unacceptable overlooking or a harmful loss of privacy to neighbouring occupiers.

In relation to overbearing and overshadowing impacts, the proposed two-storey extension would be set approximately 1m from the northern boundary at its closest point and approximately 4.3m away at its furthest point, reflecting the irregular shape of the site. It is noted that the extension would primarily adjoin the garden area of no.78 rather than the dwelling itself. Given the varying separation distances, the angled relationship between the properties, and the presence of existing outbuildings along the shared boundary, the proposal is not considered to result in any unacceptable overbearing impact or loss of light through overshadowing. In addition, the two-storey extension would be positioned approximately 5m from the eastern boundary with no.74. Having regard to the Council's Supplementary Planning Guidance, the extension would not breach the 45-degree guideline when assessed from the nearest habitable room

window serving that property. As such, the two-storey element is not considered to give rise to harmful overbearing or overshadowing impacts.

The proposed single-storey rear extension would be located approximately 0.4m from the eastern boundary and approximately 6.2m from the northern boundary. Furthermore, it would be offset by approximately 4.7m from the shared boundary with no.78. Given its single-storey scale, the extension would not result in any unacceptable overbearing or overshadowing impacts. Accordingly, the proposal is not considered to give rise to any unacceptable overbearing or overshadowing impacts on neighbouring occupiers.

Taking the above into account, it is not considered that the development would adversely affect the residential amenity of the surrounding properties. It is therefore considered that the proposal would comply with Policy BE1 of the Neath Port Talbot Adopted Local Development Plan, and the adopted Supplementary Planning Guidance on design.

Parking and Access Requirements and Impact on Highway Safety

As the proposal seeks to widen the existing vehicular access and reconfigure the driveway to provide additional off-street parking, the Highway Authority was consulted and raised no objection to the development, subject to conditions. Following the submission of an amended site plan showing a minor alteration to the proposed layout, the Highway Authority was reconsulted and confirmed that its position remained unchanged.

The Highway Authority has recommended a condition requiring the alternative parking arrangement to be provided prior to any works affecting the existing parking area, thereby ensuring that adequate off-street parking provision is maintained throughout the construction phase of the development. Additionally, The Highway Authority recommended the submission of a Construction Method Statement. However, having regard to the scale and nature of the proposal, which comprises alterations to an existing dwelling and driveway, it is not considered necessary to require these conditions.

It is noted that whilst the proposed parking arrangement does not fully comply with current parking standards, it represents an improvement over the existing situation in terms of its dimensions and parking provision. As the proposed development does include the addition of bedrooms from the existing three to four, there is no resulting impact on parking demand, and the existing parking provision is sufficient. The development is therefore considered to accord with Policy TR2 of the Neath Port Talbot Adopted Local Development Plan.

Biodiversity

As identified above, Policies EN6 and EN7 of the Local Development Plan will be of relevance insofar as there is a need to ensure any impacts on biodiversity/ natural features are appropriately assessed and, where applicable, mitigated.

Planning Policy Wales (PPW) 12 sets out that;

The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.

A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15 of PPW 12) has been applied.

In this case the development will provide a bird box under the eaves of the rear elevation of the application property as described in the supporting document titled 'GIS', which will be secured by a suitably worded condition.

CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the amenities of neighbouring residents, visual amenity of the area or highway and pedestrian safety. Accordingly, the proposed development is in accordance with Policies BE1 (Design) and TR2 (Design and Access of New Development) of the Neath Port Talbot Local Development Plan.

It is further considered that the decision complies with Future Wales - the National Plan 2040 and the Council's well-being objectives and the sustainable development principle

in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

RECOMMENDATION

Approved

Subject to the following conditions/reasons, which have been imposed for the reasons stated:-

Time Limit Conditions

- 1 The development shall begin no later than five years from the date of this decision.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

List of Approved Plans

- 2 The development shall be carried out in accordance with the following approved plans and documents:

Location and block plan, received 10-JUL-26

Existing elevations and floor plans rev b, received 20-AUG-26

Existing and proposed roof and block plans rev b, received 17-AUG-26

Proposed drawings rev d, received 30-SEP-26

GIS, received 17-AUG-26

Reason:

In the interests of clarity.

Regulatory Conditions

- 3 Notwithstanding the submitted details, prior to the first beneficial use of the development hereby approved, the first floor window on the northeastern elevation serving the en-suite shall be fitted with obscured glazing and any part of the window that is less than 1.7m above the floor of the room in which

it is installed shall be non-opening. The window shall be permanently retained as such thereafter.

Reason :

In the interest of the amenities of the adjoining property/ies, and to ensure accordance with Policy BE1 of the adopted Neath Port Talbot Local Development Plan.

- 4 Prior to the first beneficial use of the development hereby approved, a bird box shall be installed below on the rear elevation of the application property as described in the supporting document titled 'GIS' and shall be retained as such thereafter.

Reason:

In the interests of Biodiversity and to provide a net benefit to Biodiversity in accordance with Policy 9 of Future Wales and so as to accord with Policy SP15 of the adopted Neath Port Talbot Local Development Plan.

- 5 The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

Reason:

In the interest of the visual amenity of the area and to ensure the development complies with Policy BE1 of the Neath Port Talbot Local Development Plan.

Case Officer	Nia Ferris
Telephone No.	01639 686738
Date of Recommendation	1st October 2026