

OFFICER REPORT

Application Number: P2025/0460

Site Address: 24 Standert Terrace Seven Sisters Neath Port Talbot SA10 9DF

Proposal: Proposed single storey detached outbuilding/garage structure and construction of an off-street parking area plus retrospective consent sought for the erection of a boundary wall of varying height between 0.15m and 1.8m and the construction of a 2.3m high wooden pedestrian access gate.

Applicant: Mr Rhys Bowden

Agent: Mr Chris Morgan

Ward: Crynant, Onllwyn & Seven Sisters

Application Type: Full Plans

Valid Date: 15th July 2025

Statutory Expiry Date: 8th September 2025

Ext. of Time / PPA date: 28th April 2026

Publicity Expiry Date: 15th April 2026

RECOMMENDATION - Approved

SITE AND CONTEXT

The application site is located at 24 Standert Terrace, Seven Sisters. The site comprises of an end of terrace, two-storey dwellinghouse, with garden area to the rear. The site currently benefits from off-street parking to the rear, accessed off a shared rear access lane.

The site is bound by a row of residential dwellings to the south-east, with the residential highway referred to as 'Standert Terrace' situated to the south-west. The shared rear access lane referred to above is situated to the north-east of the site, beyond which lies a mix of commercial and residential properties. The north-west boundary of the site is bound by the Class 'A' Highway (A4109) referred to as Station Road.

It is considered of relevance to note that prior to the submission of this application property, the north-west boundary of the site comprised of an approximately 1.8m high block-built wall. This boundary treatment has since been removed and the replacement boundary treatment sought as part of this application has been partially constructed.

It is also considered of relevance to note that the existing ground level of the rear garden of the application property sits approximately 50cm higher than the adjacent public footpath / highway.

DESCRIPTION OF DEVELOPMENT

This is a full application proposing the construction of a single storey detached outbuilding / garage structure and the construction of an off-street parking area. This application also seeks retrospective consent for the erection of a boundary wall of varying height between 0.15m and 1.8m and for the construction of a 2.3m high wooden pedestrian access gate.

The proposed outbuilding would measure 6m in depth by 4.5m in width and would be sited within the central area the rear garden of the application property. The proposed outbuilding would have a pitched roof finish with a ridge height of 4m and an eaves height of 2.7m. The proposed rear elevation (facing the rear access lane) would accommodate a single garage style door, whilst the proposed front elevation would accommodate a set of patio doors. A single pedestrian access door and window would be installed within the north-west side elevation, whilst the north-east elevation would be blank.

The parking area as proposed would sit in the same position as that of the existing, would continue to be accessed off the rear access land and would front the proposed outbuilding. The resultant parking area would measure 6.35m in width by 5m in depth and would be finished with porous paving.

The 2.3m high wooden pedestrian gate has been erected adjacent to the rear elevation of the application property and facilitates pedestrian access between the private rear amenity space of the application property and the adjacent public pavement. A 1.8m high wall, proposed to be finished with render to match the main dwellinghouse, has been erected along the majority of the north-west boundary of the site – spanning approximately 17.45m in length. For the remaining 2.4m of the boundary, the height of the boundary wall has been reduced to <600mm to aid pedestrian visibility. A new section of kerbline is also proposed to be introduced up to the lane level to prevent vehicles crossing over the footway.

NEGOTIATIONS

An application was submitted prior to this application seeking consent for a pitched roof, detached garage with a ridge height of 5.46m. Initial concerns were raised regarding the overall height of the outbuilding and its dominant appearance within the streetscene, especially having regard to the existing ground level difference between the application site and the public highway which was considered to exacerbate the issue. The applicant was subsequently advised to consider reducing the height of the structure. It is also considered of relevance to note that the applicant was advised at this stage that any boundary treatment greater than 1m in height adjacent to the public highway would require planning permission, and details of the proposed boundary treatment was requested. The initial application was returned to applicant after being found to be invalid, and this current application was subsequently submitted. Details of the proposed boundary treatment were provided as previously requested and the height of the pitched roof of the detached outbuilding was reduced.

In response to the public consultation, the Authority's Head of Engineering & Transport (Highways Section) raised concerns and requested pedestrian visibility splays and details of permeability be submitted. A site visit was arranged between the planning case officer, the highways officer, the agent and the applicant to discuss the consultation response. During the site visit the highway officer noted that vehicles utilising the existing access at the property had been passing over the public footpath. The Highways Officer subsequently requested a new section of kerbline be introduced up to the lane level to prevent vehicles crossing over the footway.

PLANNING HISTORY

The application site has no relevant planning history.

CONSULTATIONS

Seven Sisters Community Council - no response received.

The **Authority's Head of Engineering & Transport (Highways Section)** - no objection subject to conditions.

The **Authority's Head of Engineering & Transport (Drainage Section)** - no objection subject to conditions and an advisory note relating to SAB.

The **Authority's Biodiversity Team** - no objection, requested the biodiversity enhancement outlined in the Green Infrastructure Statement be conditioned to be provided.

REPRESENTATIONS

The neighbouring properties were consulted via letter on the 16th of July 2025, the 22nd of October 2025, 21st of January 2026, and the 1st of April 2026.

A site notice was also displayed on the 18th of July 2025, the 23rd of October 2026, the 21st of January 2026 and the 1st of April 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 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.

3.9 The special characteristics of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations. A clear rationale behind the design decisions made, based on site and

context analysis, a strong vision, performance requirements and design principles, should be sought throughout the development process and expressed, when appropriate, in a design and access statement.

4.1.51 A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport.

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

Whilst the proposed outbuilding is located to the rear of 24 Standert Terrace, given that the north-west boundary of the application site runs parallel with Station Road and sits at an elevated position it is noted that the outbuilding would be readily visible from a public vantage point. Notwithstanding this, given that a large number of garages/outbuildings, of varying scales and design, are present along the rear access it is not considered that such a proposal would appear out of keeping with the character and appearance of the streetscene.

The proposed pitched roof finish of the outbuilding reflects the roof design and character of the main dwellinghouse, creating a sense of continuity across the site. The development would leave ample space within the remainder of the curtilage of the site and subsequently would not appear cramped or contrived within the site. In light of this, it is not considered that the proposed outbuilding would result in the site appearing overdeveloped to the detriment of the character of the host property.

The boundary treatment which has been erected on the north-west boundary of the site has replaced the former boundary treatment which was of a similar scale but appeared to be in a state of disrepair. The proposed finish of the wall is proposed to be rendered to match the main dwellinghouse and subsequently is considered to be in keeping with the character of the main dwellinghouse. The pedestrian access gate is considered to be of a sympathetic scale and is therefore not considered to detract from the character and appearance of the application property. The works to the kerblines are considered to be minimal in scale and therefore would not appear visually dominant within the streetscene.

Given that rear parking areas are a characteristic feature seen many times along the length of the access lane to the rear of Standert Terrace, including at the application site, it is not considered that the principle of the proposed parking scheme would be out of character with the existing streetscene.

In light of the aforementioned information, it is considered that the proposal as a whole would comply with Policy BE1 of the Neath Port Talbot Adopted Local Development Plan.

Impact on Residential Amenity

With regard to the property to the south-east, 23 Standert Terrace, when considering the potential overbearing or overshadowing impact of the proposed outbuilding it is

considered of relevance to note that the application property previously benefitted from a detached outbuilding which was sited in a similar position to that of the proposed outbuilding. Whilst it is noted that the proposed outbuilding would be larger in scale than its predecessor, on balance the scale of the outbuilding is not considered to be overly greater than that which would be expected of a residential outbuilding. Due to the scale of the proposed development, together with the fact that the outbuilding would be set back 40cm off the boundary and approximately 8m away from the rear most elevation of 23 Standert Terrace, it is not considered that the proposal would have a detrimental overbearing or overshadowing impact upon the occupiers of no. 23. Any potential overbearing or overshadowing impact is considered to be further diminished by the fact that the roof of the extension has been designed to slope away from the boundary with no. 23 and that due to the sloped streetscene no. 23 sits at a slightly elevated position relative to the application property, which would soften the overall massing of the development. With regard to the potential impact of this aspect of the development relative to the property to the north-east, Crown Stores & Flat, again given the limited scale of the development, considered cumulatively with the fact that the outbuilding would be sited approximately 14m away - with a rear access lane separating the sites - it is not considered that any overbearing or overshadowing issues would arise. With regard to privacy, no windows would be installed within the side elevation facing 23 Standert Terrace or Crown Stores & the Crown Stores Flat, therefore it is not considered that any overlooking issues or loss of privacy would occur.

The siting and scale of the proposed boundary treatment, pedestrian access gate, and kerbline works relative to the neighbouring properties are considered minimal in nature and therefore are not considered to unduly harm the residential amenity of any of the surrounding properties.

The proposed parking area would be largely screened from the vantage point of the neighbouring properties by existing built development and as the existing ground levels are not proposed to be altered, it is not considered that the development would have an overbearing, overshadowing or overlooking impact above and beyond that of the existing relationship with the surrounding properties. Furthermore, the intended use of the area for parking would still constitute an ancillary use to the main dwellinghouse and is therefore a continuation of the existing use.

The aforementioned assessment has been undertaken on the basis of the proposed outbuilding being ancillary to the main dwellinghouse. Any industrial, business or commercial use of the proposed outbuilding could have an impact upon the residential amenity of the surrounding properties. A condition will therefore be attached to any given consent restricting the use of the outbuilding to uses incidental to the use of the associated dwellinghouse only and for no industrial, commercial or business use. This will allow a detailed assessment with regard to any potential impact upon the residential amenity of the neighbouring properties to be made in future should any such uses be proposed to be operated.

Taking the above into account, it is not considered that the development as a whole 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.

Parking and Access Requirements and Impact on Highway Safety

Policy TR2 of the Neath Port Talbot Adopted Local Development Plan outlines that development proposals will not be permitted where the development would not compromise the safe, effective and efficient use of the highway network, and would not have an adverse impact upon highway safety or create unacceptable levels of traffic generation. This policy is supplemented by more detailed highway design requirements as set out in the Council's Adopted Parking Standards Supplementary Planning Guidance.

The Council's Parking Standards stipulate that for residential dwellings; 1 space should be provided per bedroom with a maximum requirement of 3 spaces. In this case, the application property comprises of a three bedroom dwelling and as such the parking requirement for the property to fully accord with the Council's SPG is three spaces.

The application property currently benefits from 1 off-street parking space accessed off the lane to the rear of Standert Terrace. The proposed development seeks to widen the vehicular parking area to provide 2 no. off-street parking spaces. Whilst it is noted that this does not meet the aforementioned requirement, it is considered to be a betterment to the existing provision.

The Authority's Head of Engineering & Transport (Highways Section) were consulted as part of the application process and following lengthy negotiations offered no objection subject to the inclusion of the following conditions on any given consent:

1. *"Notwithstanding the detail provided on drawing 'Existing and Proposed Plans' Revision H, the impermeable separation layer should extend 2.5m away from the back of footway to protect the integrity of the existing adopted footpath.*
2. *Prior to first beneficial use of the outbuilding, the parking area shall be completed as per the approved details and the boundary wall height reduced as per drawing CPD-002, Rev D".*

The aforementioned conditions are required in order to ensure highway and pedestrian safety and as such both will be included on any given consent. Notwithstanding this, as the recommended conditions are required in order to protect the integrity of the existing adopted footpath and prevent vehicles from being able to cross over the footpath, the wording of the condition will be amended to include a suitable trigger for the condition and requiring the implemented scheme to be retained as such thereafter. As vehicles are currently able to cross over the pavement to the detriment of pedestrian safety, the condition has been worded to dictate that the use of the parking area shall cease if the

scheme isn't implemented in accordance with the specified conditions until such time as the scheme is implemented.

Provided that the aforementioned conditions are adhered to, it is considered that the proposal would not compromise the safe, effective and efficient use of the highway network, and would not have an adverse impact upon highway safety or create unacceptable levels of traffic generation. The development would therefore 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 and introduce a number of native species plants and shrubs, which will be secured by a suitably worded condition.

Drainage

The Authority's Head of Engineering & Transport (Drainage Section) have raised no objection to the proposed development subject to the inclusion of the following conditions and informative notes on any given consent:

1. *"Should any springs or ground water seepage be encountered the onsite works in that area shall cease until a scheme for collection and disposal of the water has been submitted to and approved in writing by the Local Planning Authority. No ground water shall ever be discharged into the proposed drainage scheme."*

2. No surface water or land drainage run-off shall be allowed to connect, either directly or indirectly, to the public sewerage system unless otherwise approved in writing by the Local Planning Authority.
3. Adequate provision shall be made for the drainage of the site, to ensure that the drainage of any adjoining land is not interrupted or otherwise adversely effected by the development during the lifetime of construction.

NOTES TO APPLICANT

Please note that the current design shown on the provided plans does not exceed 100m², however if any additional works were to be completed within the garden area then SAB may be required, please see the below for information.

Please note that from 7th January 2019, all new developments of more than 1 house, or where a construction area is of 100m² or more, plus if the SAB authority believe that any redevelopment of land has significant surface water drainage implications. This will require sustainable drainage - built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers - to manage on-site surface water. More information is available in [Schedule 3 of the Flood & Water Management Act 2010](#).

These systems must be approved by the Council's Highway Development Control service acting in its SuDS Approving Body (SAB) role **before construction work begins**. In this respect it is essential that a developer of any such project gain SAB approval of its surface water drainage alongside any relevant planning permission. **You will not be allowed to start construction until both permissions have been approved.**

The required SAB permission is separate from any planning permission that might be granted and any works commenced without SAB approval will be deemed a breach of approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby action will be taken by the Authority under The Sustainable Drainage (Enforcement) (Wales) Order 2018, which could mean removing any work that has commenced. As such under this legislation you are not permitted to start work on site until SAB approval has been granted for your proposed development.

If you have not done so already, and your development would not fall into any of the relevant exceptions, you are therefore strongly encouraged to request further advice from the SAB. Involving the SAB Officers in pre-application discussions will allow for SuDS drainage matters (to ensure suitability of proposed SuDs design in line with national standards and adequate site layout) to be considered alongside the assessment of planning merits. There is an additional charge for this service. This can be as part of any agreed further pre-application submissions with the Planning Authority (recommended) or independently/ direct with the SAB. You are advised, however, that

failing to engage in joint pre-application discussions has the potential to lead to delays and, most notably, the potential need to obtain further planning permission should any agreed SuDS design not be compliant with any relevant planning permission. Further details are available at www.npt.gov.uk/sab.”

Conditions 1 and 2 will be attached to any given consent, however it should be noted that condition 3 would be a private matter and therefore would not fall within planning's remit of control. As such, recommended condition 3 will be attached as an informative note as opposed to a 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:
- Site Location Plan, Block Plan & Pavement Specification, drawing no. CPD-001 Revision H, revised 31/03/2026.
 - Proposed Floor Plans and Elevations CPD-002 Revision D, revised 14/10/2025.
 - Green Infrastructure Statement, dated 24th April 2025.

Reason:
In the interests of clarity.

Action Conditions

- 3 The approved scheme of ecological enhancement indicated within the Green Infrastructure Statement dated the 24th April 2025 shall be implemented prior to the first beneficial use of the development hereby approved and retained thereafter for the lifetime of the development.

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.

- 4 Unless within 3 months of the date of this decision the boundary wall and new section of kerbline as shown on drawing CPD-002, Rev D, is implemented, the use of the parking area at the rear of the garden shall cease until such time as the approved boundary treatment and new section of kerbline has been implemented. Once implemented the kerbline and boundary treatment shall be retained as such for the lifetime of the development.

Reason:
To protect the integrity of the existing adopted footpath and to prevent vehicles from being able to cross over the footpath, in the interest of highway safety, and to ensure the development complies with Policy TR2 of the Neath Port Talbot Local Development Plan.

- 5 Notwithstanding the detail provided on drawing 'Existing and Proposed Plans' Revision H, the impermeable separation layer should extend 2.5m away from the back of footway to protect the integrity of the existing adopted footpath, and shall be retained as such thereafter.

Reason:

To protect the integrity of the existing adopted footpath and to prevent vehicles from being able to cross over the footpath, in the interest of highway safety, and to ensure the development complies with Policy TR2 of the Neath Port Talbot Local Development Plan.

Regulatory Conditions

- 6 The use of the outbuilding hereby approved shall be restricted to uses incidental to the use of the associated dwellinghouse only and for no industrial, commercial or business use.

Reason:

To allow the impact of such uses to be assessed in the interest of residential amenity and to ensure compliance with Policy BE1 of the Neath Port Talbot Local Development Plan.

- 7 Should any springs or ground water seepage be encountered, the onsite works in that area shall cease until a scheme for collection and disposal of the water has been submitted to and approved in writing by the Local Planning Authority. No ground water shall ever be discharged into the proposed drainage scheme.

Reason:

In order to comply with Policy EN8 of the Neath Port Talbot Local Development Plan.

- 8 No surface water or land drainage run-off shall be allowed to connect, either directly or indirectly, to the public sewerage system unless otherwise approved in writing by the Local Planning Authority.

Reason:

To prevent hydraulic overloading of the public sewerage system, in order to comply with Policy EN8 of the Neath Port Talbot Local Development Plan.

Case Officer	Daisy Tomkins
Telephone No.	01639 686747
Date of Recommendation	17th April 2026