

OFFICER REPORT

Application Number: P2026/0120

Site Address: 19 Maes Mawr Road Crynant Neath Port Talbot SA10 8SY

Proposal: Convert existing garage into an annex for family use, the works for which would include; the installation of four no. roof light windows within the western roof slope, the removal and blocking up of the existing garage door opening, the insertion of 1 no. roof light within the eastern roof slope, and the replacement of the existing window on the southern elevation with a set of patio doors. Plus alterations to the ground level of the rear garden to allow access to the proposed patio doors.

Applicant: Mr Benjamin Morgan

Agent: N/A

Ward: Crynant, Onllwyn & Seven Sisters

Application Type: Full Plans

Valid Date: 16th March 2026

Statutory Expiry Date: 10th May 2026

Ext. of Time / PPA date:

Publicity Expiry Date: 9th April 2026

RECOMMENDATION - Approved

SITE AND CONTEXT

The application site is located at 19 Maes Mawr Road, Crynant. The site comprises of a semi-detached, two-storey dwellinghouse, which benefits from a wrap-around side/rear garden. The application property currently benefits from two-detached garages – the

first of which is fronted by an off-street parking area, is accessed off Maes Mawr Road and alongside the driveway appears to have been constructed around 2018, whilst the second, which is the subject of this application, is accessed off 'Bron Allt' to the rear. Planning permission for the latter garage structure was granted in May 2017 under planning reference: P2017/0212.

The site is bound by residential dwellings to the east and west, with the residential highway referred to as 'Maes Mawr Road' situated to the south. To the north of the site runs the residential highway 'Bron Allt' beyond which lies a row of residential properties.

DESCRIPTION OF DEVELOPMENT

This is a full planning application proposing the conversion of an existing detached garage into an annex for family use, with associated works.

The existing garage structure to which this application relates measures 7.5m in depth by 5.55m in width and is situated within the north-east section of the garden area serving 19 Maes Mawr Road. The garage has a pitched roof design, with a ridge height of 4m and an eaves height of 2.8m. The internal works associated with the proposed conversion comprise of the addition of internal partition walls to create a bedroom, ensuite and an open plan kitchen / living / dining space.

The external works associated with the conversion would include; the installation of four no. roof light windows within the western roof slope, the removal and blocking up of the existing garage door opening, the insertion of 1 no. roof light within the eastern roof slope, and the replacement of the existing window on the southern elevation with a set of patio doors. Consent is also sought to undertake alterations to the ground level of the rear garden to allow access to the proposed patio doors. The resultant ground level would sit approximately 35cm lower than that of the existing garden.

You are made aware that the following condition is present on the original planning consent for the application garage (planning application: P2017/0212):

"Condition 4 - The use of the garage shall be restricted to the garaging of private motor vehicles and uses incidental to the use of the associated dwellinghouse only and for no industrial, commercial or business use. Reason: in the interests of amenity and to clarify the extent of this consent".

NEGOTIATIONS

None.

PLANNING HISTORY

The application site has the following relevant planning history: -

- P2017/0212 Detached garage, approved 16-MAY-2017.
- P2014/0037 Demolition of single storey extension and construction of part single part two storey rear extension, approved 10-FEB-2014.
- P2012/0239 Detached dormer bungalow (outline), approved 04-MAY-2012.
- P2006/0904 Outline residential – one dormer bungalow, refused 08-AUG-2006.

CONSULTATIONS

Crynant Community Council – advised they have no observations.

REPRESENTATIONS

The neighbouring properties were consulted via letter on the 18th of March 2026.

A site notice was also displayed on the 19th of March 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
- Technical Advice Note (TAN) 18: Transport

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

Policy BE1 of the Neath Port Talbot Adopted Local Development Plan requires that development compliments and enhances the character and appearance of the site; respects the context of the site and its place within the local landscape; utilises materials appropriate to its surroundings; and incorporates appropriate landscaping.

The external alterations proposed comprise primarily of fenestration alterations in the form of the installation of roof light windows within the existing roof slopes, the removal and blocking up of an existing garage door opening onto 'Bron Allt' and the replacement of the existing window on the southern elevation with a set of patio doors. Whilst it is noted that views of these alterations would be attainable from the public highway, the aforementioned changes are considered minor in nature, in-keeping with the residential character of the site, and are not considered to significantly alter the appearance of the existing structure above and beyond that of its existing appearance. As such, it is not considered that the resultant annex would unduly harm the character and appearance of the host property, nor would it detract from the streetscene.

The alterations to the ground level of the rear garden would be minor in nature and would be largely screened from a public vantage point by the existing development present onsite. As such, it is not considered that this element of the proposal would have a detrimental impact upon visual amenity.

It should be noted that the annex is proposed to be used for ancillary use only, to be occupied by immediate family members of the host property and would therefore constitute ancillary accommodation. The proposed use is therefore not considered to be out of keeping with the residential character of the application property or surrounding area.

It is considered that the proposal would not undermine the overall appearance, design and finishes of the existing property, nor would it detract from the character and

appearance of the streetscene. It is therefore considered that the proposal would comply with Policy BE1 of the Neath Port Talbot Adopted Local Development Plan.

Impact on Residential Amenity

The proposed conversion of the existing garage into an ancillary annex would not alter the massing or scale of the existing structure. As such, it is not considered that the overbearing or overshadowing impact upon either of the adjoining properties would be different to that of the existing, established relationship between the respective parties. With regard to privacy, whilst it is acknowledged that an existing window within the southern elevation is set to be replaced with a set of patio doors, due to the orientation of the existing garage, the outlook from this opening would continue to be onto the application property's garden area rather than facing towards either of the neighbouring properties. As such, it is not considered that such an alteration would unduly harm the residential amenity of either of the neighbouring properties. With regard to the proposed addition of roof light style windows, their positioning within the roof slope dictates that any outlook from these windows would not allow views into the private amenity space or the dwellings of either of the adjoining properties. As such, it is not considered that any loss of privacy would occur.

The alterations to the garden ground level are again considered to be minor in nature and would result in the ground level being lower than that of the existing, as such it is not considered that any overbearing, overshadowing or overlooking issues would arise as a result of this element of the development.

It should be noted that the proposed annex is to be used for ancillary use only and as such would not be of a scale or use that would adversely impact on the residential amenity of the neighbouring properties. A suitably worded condition will be attached to any given consent to ensure the annex is restricted to uses incidental to the use of the associated dwellinghouse, this will enable the Local Planning Authority to consider the potential impact of any alternative uses upon the residential amenity of the surrounding properties.

Provided the aforementioned condition is adhered to, it is not considered that the development will adversely affect the residential amenity of any of the surrounding properties. It is therefore considered that the proposal would comply with Policy BE1 of the 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.

Whilst it is acknowledged that the proposal would result in the loss of an off-street parking space, it is considered of relevance to note that at the time of the 2017 application the application property did not benefit from any off-street parking provision. Following the determination of the 2017 application, an off-street parking area and a further detached garage accessed off Maes Mawr Road have been constructed which are sufficient in scale to accommodate two vehicles. It is also considered of relevance to note that condition 4 on planning permission P2017/0212 permits the use of the garage not only for the garaging of private motor vehicles but also for uses incidental to the use of the associated dwellinghouse, meaning there is scope for the garage parking space to be converted to some form of ancillary living / storage space without the need for planning permission. Taking this into account, and as two car parking spaces would be retained onsite, it is not considered justified in this instance for the application to receive a negative officer recommendation on parking provision grounds. The proposal 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 installed within the site boundary, 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 Plan, dated 16-Mar-2026.

-Existing Garage Plans, drawing no. 19/MMR/CG1, dated 14/02/2026.

-Proposed Annex Plans, drawing no. 19/MMR/CG2, dated 14/02/2026.

- Green Infrastructure Statement, dated 14/03/2026.
- Existing & Proposed Site Plans, received 16-MAR-2026.
- Existing Ground Levels, received 16-MAR-2026.
- Proposed Ground Levels, received 16-MAR-2026.

Reason:
In the interests of clarity.

Action Conditions

- 3 The approved scheme of ecological enhancement indicated within the Green Infrastructure Statement dated the 14th of March 2026 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.

Regulatory Conditions

- 4 The annex hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as '19 Maes Mawr Road, Crynant, SA10 8SY' and shall not be sold, let or sublet as a separate unit of accommodation.

Reason:
The additional accommodation is considered unsuitable for occupation as a separate unit and to accord with Policy BE1 of the Neath Port Talbot Local Development Plan.

Case Officer Daisy Tomkins

Telephone No. 01639 686747

Date of Recommendation 6th May 2026

