

OFFICER REPORT

Application Number: P2026/0114

Site Address: 76 Henfaes Road Tonna Neath Port Talbot SA11 3EX

Proposal: Removal of front boundary wall and extension of an existing dropped kerb to facilitate the formation of an off street parking area for 2no cars

Applicant: Mrs Jade South

Agent: N/A

Ward: Resolven & Tonna

Application Type: Full Plans

Valid Date: 18th March 2026

Statutory Expiry Date: 12th May 2026

Ext. of Time / PPA date: 9th June 2026

Publicity Expiry Date: 12th May 2026

RECOMMENDATION - Approved

SITE AND CONTEXT

The application site is 76 Henfaes Road, Tonna, which comprises a detached dwellinghouse. The host property is sited in a predominantly residential area and is bounded to the front and sides by detached, semi-detached and terraced dwellings. The application dwellinghouse is setback from Henfaes Road, which is a Classified (B) Road. The front curtilage features a sloping topography and consists of hardstanding for the parking of 1 vehicle together with a landscaped area and stone pathway which leads to the rear garden.

DESCRIPTION OF DEVELOPMENT

This is a full application proposing the removal of a front boundary wall and extension of an existing dropped kerb to facilitate the formation of an off-street parking area for 2 vehicles.

The existing front boundary wall is to be removed to accommodate the new off-street parking space. The 0.60m high front boundary wall is constructed in brick and features 1.10m high pillars with infill railings. The boundary treatment measures a width of 4.15m and a length of 4.00m.

The existing dropped kerb, which serves both the application property and neighbouring property at No.77 Henfaes Road, measures a width of 6.90m. The vehicular crossover is to be widened by 5.30m. The existing street signage forward of the host property is to be retained.

The existing area of hardstanding measures a width of 3.00m and a length of 5.00m and is to be resurfaced in a porous material. The new area of hardstanding is to be surfaced in a porous material and measures a width of 3.70m and a length of 5.00m. An intervening pathway leading to the main entrance door of the application dwellinghouse is proposed between both areas of hardstanding. The driveway is to be level with the public footway.

NEGOTIATIONS

It was noted that the full extent of the application site was not outlined in red on the originally submitted location plan. Existing and proposed site plans were not submitted at an identifiable scale. No elevation drawings were submitted in support of the application. Following the serving of an invalid notice, the applicant submitted a valid location plan, site plans and elevation drawings.

PLANNING HISTORY

The application site has the following relevant planning history:

- P2023/0517: First floor rear extension and reduced height of patio area in rear garden [Decision Date: 12.10.2023]

CONSULTATIONS

Highways Section: No Objection

Drainage Section: No Objection

REPRESENTATIONS

The neighbouring properties were consulted on 19.03.2026 and re-consulted on 20.04.2026.

A site notice was also displayed on 24.03.2026 and 21.04.2026.

In response, to date, 1 representation has been received, with the issues raised summarised as follows:

- *Concerns with the potential overhang of vehicles in the new parking area onto the public footway.*
- *No details have been submitted regarding the surfacing of the driveway and no measures have been proposed in ensuring that no surface water will discharge onto the public footway.*
- *With the proposed driveway being installed below the existing side entrance pathway, what will retain the original dry stone boundary wall between the host property and neighbouring property at No.75?*
- *The widening of the vehicular crossover would result in the loss of an existing non-resident parking bay sited forward of the host property. Would the resident parking bays be reduced by 1 to compensate for the loss of the non-resident parking bay?*
- *Will the existing street sign forward of the existing driveway be retained?*
- *A green infrastructure statement has not been submitted in support of the application.*

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

[**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.

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

The vehicular crossover and off-street parking area are located to the front of the host property and as such, would be visible from a public vantage point. It should be noted that there are existing driveways present within the immediate streetscene. Property No.77 Henfaes Road features a side driveway and property Nos.78-80 feature front driveways. The extension of an existing dropped kerb to facilitate the formation of an off-street parking area for 2 vehicles is therefore considered to be an appropriate form of development that would be in keeping with the character and appearance of the site

and streetscene, thereby according with Policy BE1 of the Neath Port Talbot Local Development Plan.

Impact on Residential Amenity

The proposal comprises the extension of an existing dropped kerb to facilitate the formation of an off-street parking area for 2 vehicles. As such, it is considered that the development would have no resultant overlooking, overbearing or overshadowing impacts on the neighbouring properties. While the proposal would result in the widening of an existing vehicular crossover for an additional parking space to the front of the property, given the similar function that the application and neighbouring properties use their front garden area for, it is considered that the proposal would not result in a material increase in the level of noise and disturbance experienced by the adjacent dwellings. For these reasons, the proposal is considered to have an acceptable impact on residential amenity.

Parking and Access Requirements and Impact on Highway Safety

Both Highways and Drainage Sections offer no objection to the proposal, subject to conditions requiring the driveway to be surfaced in a porous material to a maximum gradient of 1 in 9 with no surface water allowed to flow out onto the public highway and the retention of street furniture.

In accordance with Supplementary Planning Guidance (SPG), the standard dimensions of car parking spaces are: 4.80m x 2.60m. Both areas of hardstanding meet the parking standards set out in the SPG. It is therefore considered that the proposal accords with Policy TR2 of the Neath Port Talbot 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.

A green infrastructure statement has been submitted in support of this application. A new flower bed will be installed as part of the landscaping, incorporating pollinator-friendly and flowering plants to provide habitat and foraging opportunities for insects. 4-6 lavender plants at a height of 10cm-30cm will be planted and maintained regularly through an annual cut in the summer and light pruning to maintain shape and height. 1-2 boxes of meadow wildflower seed mix (comprising a mixture of annual varieties such as poppy, cornflower, cosmos, creeping daisy & borage) will also be planted between June-September and maintained with an annual cut, reaching heights of 75cm. It is considered that the biodiversity enhancement proposed is proportionate to the scale and nature of the proposal, thereby according with the requirements of Chapter 6 of Planning Policy Wales (Edition 12).

Other Matters

As identified earlier in this report, representations were received in response following the publicity exercise. In response to the issues raised which have not been addressed elsewhere in this report, the following comments are made:

- *Concerns with the potential overhang of vehicles in the new parking area onto the public footway.*

The areas of hardstanding meet the parking standards set out in the SPG. As such, vehicles are unlikely to overhang onto the public highway.

- *With the proposed driveway being installed below the existing side entrance pathway, what will retain the original dry stone boundary wall between the host property and neighbouring property at No.75?*

Potential damage to a neighbour's property through development is a private matter and should be dealt with by the relevant parties – the occupiers of the host property and neighbouring property at No.75 Henfaes Road.

- *The widening of the vehicular crossover would result in the loss of an existing non-resident parking bay sited forward of the host property. Would the resident parking bays be reduced by 1 to compensate for the loss of the non-resident parking bay?*

The proposal comprises the widening of an existing vehicular crossover to facilitate the formation of an on-site parking space. Any concerns with the loss of a non-resident parking bay should be directed to the Highways Department.

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:

Planning Pack Amended - Received: 17/04/2026

Green Infrastructure Statement - Received: 24/03/2026

Reason:
In the interests of clarity.

Regulatory Conditions

- 3 Prior to the first beneficial use, the driveway shall be surfaced in a porous material per details in Sheet 02 of the Amended Planning Pack, or provision must be made to direct run-off water from the hard surface to a permeable porous area or surface within the curtilage of the dwelling to a maximum gradient of 1 in 9, and shall be maintained as such thereafter.

Reason:
To protect the health and safety of existing residents, ensure no detriment to the environment and to and ensure the development complies with Policies SP16 and BE1 of the Neath Port Talbot Local Development Plan.

- 4 No surface water from within the curtilage of the dwelling shall be allowed to flow out onto the public highway or be connected into the highway drainage system.

Reason:
To protect the health and safety of existing residents, ensure no detriment to the environment and to and ensure the development complies with Policies SP16 and BE1 of the Neath Port Talbot Local Development Plan.

- 5 The driveway shall remain unobstructed at all times, with no chains or barriers and kept free of loose materials that could spill onto the carriageway and shall be maintained as such thereafter.

Reason:
To protect the health and safety of existing residents, ensure no detriment to the environment and to and ensure the development complies with Policies SP16 and BE1 of the Neath Port Talbot Local Development Plan.

- 6 Prior to the first beneficial use of the driveway, the existing vehicular crossing shall be widened to Highway Authority specification and design.

Reason:
To protect the health and safety of existing residents, ensure no detriment to the environment and to and ensure the development complies with Policies SP16 and BE1 of the Neath Port Talbot Local Development Plan.

- 7 Prior to the first beneficial use of the development hereby approved, the biodiversity enhancements described in the Green Infrastructure Statement shall be implemented on site in accordance with the approved details and shall be retained thereafter. Any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

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

Case Officer	Thomas Lewis
Telephone No.	01639 686226
Date of Recommendation	26th May 2026